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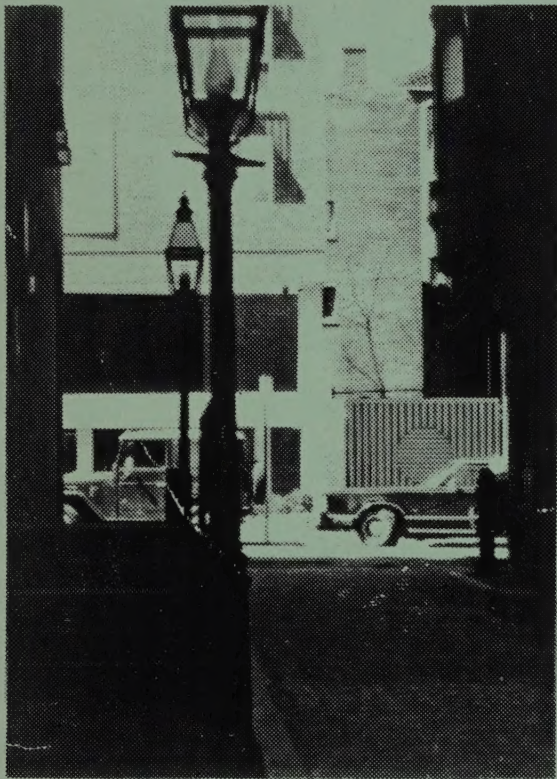
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HARBORWALK

GUIDELINES FOR PHASE I

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Message from the Mayor

From the start of planning for Harborpark, it has been my goal to create an active waterfront and a clean harbor so the people of this city can be proud of and enjoy. I can think of no feature in the Harborpark program more important to attaining this goal than the creation of a public walkway that literally runs the length of our Inner Harbor.

HARBORWALK: GUIDELINES FOR PHASE I

In Boston we have a tradition -- dating back to 1634 when the Common was established -- of creating public spaces where people from all walks of life gather together. Whether it is the Esplanade concert on the Fourth of July, the numerous events connected with First Night, or youths participating in the City's Sailing Center Program, this is a city where more and more families are coming together in more and more places to share wonderful experiences.

It is my hope that as the Harborwalk continues to take shape, we will have created another one of those areas where the people of Boston -- and future generations of Bostonians -- find one more place where they can enjoy the wonderful assets of this great city.

September, 1987

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Introduction

INTRODUCTION

A primary goal of the Harborpark planning program, initiated by Mayor Flynn in October of 1984 for the redevelopment of Boston's waterfront, is increasing public access to the water's edge and the recreational and cultural facilities located along the Harbor. HARBORWALK, a component of the Harborpark planning program, aims to achieve this public access goal through a continuous public walkway and related public amenities along Boston's waterfront.

In a sense, Harborwalk represents a modern-day waterfront continuation to the extensive and magnificent 2,000-acre park system designed for Boston by Frederick Law Olmsted in the late 1800s. Olmsted's "Emerald Necklace", consisting of Boston's major parks and their connecting parkways, provides a continuous urban parkway system which intermingles with hectic urban life, creating refreshing moments of leisurely activities and relaxation. (See Figure 1.1.) Harborwalk aims to provide similar benefits on Boston's waterfront through various elements of public access which include a great variety of open spaces and public attractions such as: waterfront parks, pier edge walkways with shops and views of fishing boats, marinas, pier end sitting areas offering views across wharves and the harbor, special recreational/cultural activities, and information kiosks.

Harborwalk will provide approximately 44 miles* of public walkway and attractions along the perimeter of the wharves, in the neighborhoods of East Boston, Charlestown, North

* 44 miles is the length of the entire Boston waterfront, including potential MER zones and both sides of piers more than approximately 70 feet in width.



Figure No. 1.1 - OLNSTED'S EMERALD NECKLACE



Figure No. 1.1 - OLMSTED'S EMERALD NECKLACE

End/Downtown, South Boston, and Dorchester.* A number of benefits for Boston residents and visitors will be created, including the following:

- o Continuous Water's Edge Walkway - The continuous water's edge walkway will be available for all to enjoy, providing direct access to recreational, cultural, and historic attractions located on and around Boston Harbor.
- o Increased Open Space - A great variety of open spaces with shade trees, ornamental shrubs, and flowering plants will be provided, adding serenity and beauty to the Harborwalk experience.
- o New Recreational Opportunities - Children's play facilities, community garden areas, benches, ball courts, and other recreational facilities and furnishings will provide new opportunities for play and relaxation.
- o Direct Connections to Mass Transit - Direct connections will be made to subway and bus stops as well as existing and proposed water transportation terminals facilitating access to the water's edge and the public amenities on it.

* Approximately one mile of the existing "Blue Line Harborwalk" will be incorporated into the proposed continuous Boston waterfront promenade. The 2.2 mile "Blue Line Harborwalk" begins at the National Park Service Visitors Center on State Street, continues down State Street to Waterfront Park, around the Aquarium, down Atlantic Avenue and around a portion of the Fort Point Channel. Undertaken in 1982 by a citizen's group (incorporated in 1987 as Harborwalk, Inc.), the "Blue Line Harborwalk" aims at providing a historical walk which highlights Boston's architectural heritage and marine history adjacent to the waterfront.



- o Links with the Emerald Necklace - Links to Olmsted's Emerald Necklace will be made at five points: at Charles River Esplanade (through the North Station area); Memorial Drive Promenade (through Paul Revere Landing); Boston Common (via the Walk-to-the-Sea and via Summer Street/Winter Street); and at Castle Island in South Boston.
- o Links to the Waterfront Neighborhoods - Direct linkages will be made to the inner East Boston, Charlestown, North End/Downtown, South Boston and Dorchester neighborhoods, making the water's edge easily accessible from the inland areas.
- o Enhanced Views of the Harbor and Waterfront - Opportunities will be created for beautiful water vistas from neighborhoods to the Harbor, new visual connections across wharves and piers, and views from one waterfront neighborhood to another.
- o Continuous Bikeways - A continuous bikeway, either shared with vehicular or pedestrian traffic or a separate right-of-way, will offer bicyclists a safe way to commute.
- o Revitalization - An improved walkway and its connections will make the area more attractive for private investment, thereby improving the quality of life for Boston residents.

The planning and implementation of Harborwalk will be carried out in two phases. Phase I will constitute 15.25 miles of walkway in the Inner Harbor, stretching from Pier II of the Charlestown Navy Yard in the north to Fish Pier in South Boston. At the completion of Phase I, public access to the water's edge will be provided in the following areas: a portion of Charlestown and the North Station area, the North End, the Downtown/Financial District, and portions of the Fort Point Channel and South Boston.



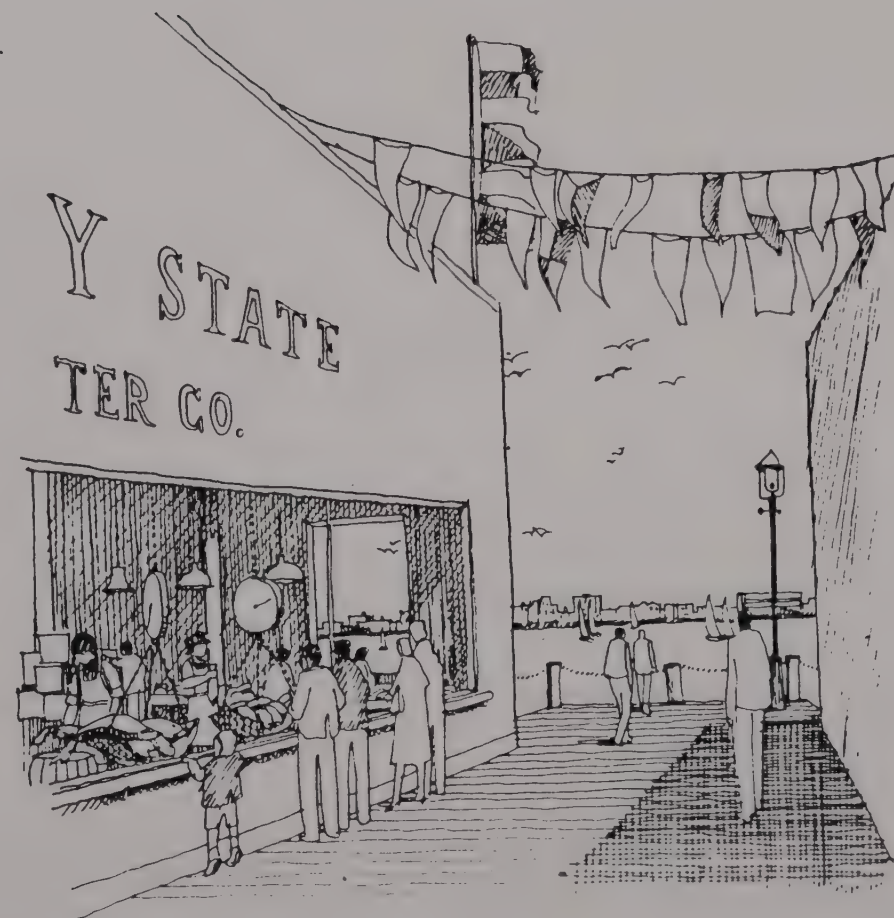
Phase II will constitute the remaining 28.75 miles of the walkway, providing public access to the water's edge in the rest of Boston's waterfront: East Boston, the remaining portions of Charlestown, Fort Point Channel and South Boston, and Dorchester. (See Figures 1.2 and 1.3.)

To date, 6.6 miles (44%) of Harborwalk, Phase I has been completed. Another 5.8 miles (38%) are planned or under construction, while 2.8 miles (18%) are to be planned in the future. (See Figures 1.4 to 1.13 and Table 1.) At total completion, over \$113 million will have been spent on the construction of Harborwalk in Phase I alone; \$69 million by the private sector, and \$44 million by the public sector.* (See Figure 3.55.) Community participation in the Harborwalk, Phase I planning process will be ensured through the involvement of groups such as the Harborpark Advisory Committee, the Neighborhood Councils of Charlestown and the North End/Waterfront and the Fort Point Channel Civic Advisory Committee.

This report focuses on Phase I of the Harborwalk project and proposes a specific program for the implementation of the walkway in this area. Following this introductory chapter, Section 2 of the report summarizes the recommendations made with respect to the Harborwalk, Phase I guidelines. The recommended guidelines relate to the specific characteristics of Harborwalk as well as linkages between Harborwalk, the Harbor and the inner neighborhoods.

Chapter 3 discusses the context for Harborwalk. First, an overall description of the Harborwalk, Phase I area is provided in terms of the existing characteristics. Related

* The \$44 million paid by the public sector includes costs for the walkway on both sides of the Harborwalk (water's edge) connectors.



graphics illustrate the location of Phase I and the districts within it, a cost and mileage summary for each district, and existing Phase I view corridors, open spaces, historic/cultural attractions, vehicular/pedestrian circulation, mass transportation stops and parking. Second, a district by district and a segment by segment description is provided through a series of descriptive profiles and graphics (visual surveys). In these descriptive profiles and visual surveys, Phase I is broken up into eight "districts": Charlestown Navy Yard, Charlestown between the Navy Yard and MDC Locks, North Station, North End, Downtown/ Financial District, Fort Point Channel, South Boston and the Connectors, and 58 segments located within these districts. The profile sheet containing descriptive information on each segment provides information on ownership, status of development, existing conditions (uses, public access/ amenities), development program (private uses, public access/amenities), total project costs and Harborwalk costs covered by the public and private sectors. The profiles also provide recommendations related to the implementation of Harborwalk in that segment. The visual surveys for each district and segment illustrate existing circulation systems, the existing Harborwalk, view corridors, open space and recreational facilities, cultural/historical attractions, mass transit stops, water-based recreational activities, water transportation facilities, information centers, and public restrooms. Photographs showing existing conditions are provided. Chapter 3 is concluded with a textual and graphic summary of the opportunities and constraints, indicated by the existing conditions, for the formulation of the Conceptual Plan.

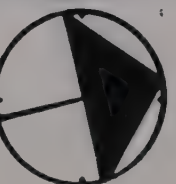
Chapter 4 of the report outlines a proposed plan for Phase I of Harborwalk. First, the planning and design goals and guidelines applied in the proposed plan are discussed as they relate to accommodating user groups, the overall character of Harborwalk, image for the water's edge, physical and visual accessibility, scale, orientation,

and landscaping. Sketches are provided to illustrate these goals and principles. Next, a discussion of the overall concept, the typology of circulation systems and the typology of parks, precincts and open spaces is presented, providing along with the previously discussed goals and guidelines, a framework for the formulation of the Conceptual Plan. This discussion is accompanied by a series of graphics illustrating the existing and proposed Harborwalk, the overall concept, Phase I neighborhood connectors, and existing and proposed water transportation facilities and bicycle routes. Following this framework, a conceptual plan is presented for each of the districts. Taking into consideration the urban character of each district, the conceptual plan outlines several Harborwalk elements: a circulation system for pedestrians, vehicular traffic and bicycles, and linkages of these proposed systems to existing circulation systems around the Phase I area; a typology of parks, precincts, urban open spaces; linkages to land and water based mass transit; water-related recreational activities; public attractions on and adjacent to Harborwalk; and the general character of Harborwalk in that area. The conceptual plan is presented through a series of graphics which illustrate the proposals for the components of a Harborwalk system within each district.

Chapter 5 of the report discusses implementation of the proposed plan. Implementation mechanisms discussed relate to public access provisions such as "Waterfront Access Zone" and the existing public easements; design standards for Harborwalk elements such as paving, benches, lighting, landscaping, and orientation materials; financing, development and maintenance; and requirements with respect to signage and fire. In addition, this chapter outlines a timeframe for the implementation of the proposed plan for Phase I and recommends a number of next steps. A series of illustrations are included on the waterfront access zone dimensions, the characteristics of various "zones" on Harborwalk, the water's edge treatment, and the design standards for Harborwalk elements.

Five appendices to the report provide additional information on the City's Waterfront Access Zone Amendment, existing public access provisions, permitting and approval requirements for the implementation of Harborwalk, Harborwalk in other American and European cities, and reference materials.

This report is a framework for discussion, i.e., the information and recommendations contained within it are intended to be reviewed and discussed within public forums. It is hoped that the detailed background information and the recommended guidelines for the Harborwalk, Phase I area contained in the report and the subsequent discussions undertaken will be useful in guiding the general public, the development industry, government agencies, and community groups involved in waterfront planning in the completion of the 15.25 mile continuous waterfront promenade in the Phase I Harborwalk area.

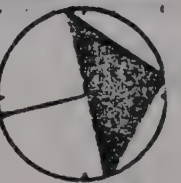




HARBORWALK

PHASE I STUDY AREA

Fig. No.
1-3



CHARLESTOWN

68 TOTAL MILES HARBORWALK
 46 MILES COMPLETED [68%]
 14 MILES PLANNED/UNDER CONSTRUCTION [21%]
 08 MILES TO BE PLANNED [11%]

CHARLESTOWN NAVY YARD

4.07 TOTAL MILES HARBORWALK
 1.34 MILES COMPLETED [33%]
 2.23 MILES PLANNED/UNDER CONSTRUCTION [55%]
 .50 MILES TO BE PLANNED [12%]

NORTH STATION

22 TOTAL MILES HARBORWALK
 0 MILES COMPLETED
 0 MILES PLANNED/UNDER CONSTRUCTION
 22 MILES TO BE PLANNED [100%]

NORTH END

3.27 TOTAL MILES HARBORWALK
 .47 MILES COMPLETED [14%]
 .95 MILES PLANNED/UNDER CONSTRUCTION [29%]
 1.85 MILES TO BE PLANNED [57%]

DOWNTOWN/FINANCIAL

148 TOTAL MILES HARBORWALK
 88 MILES COMPLETED [60%]
 58 MILES PLANNED/UNDER CONSTRUCTION [39%]
 02 MILES TO BE PLANNED [1%]

FORT POINT CHANNEL

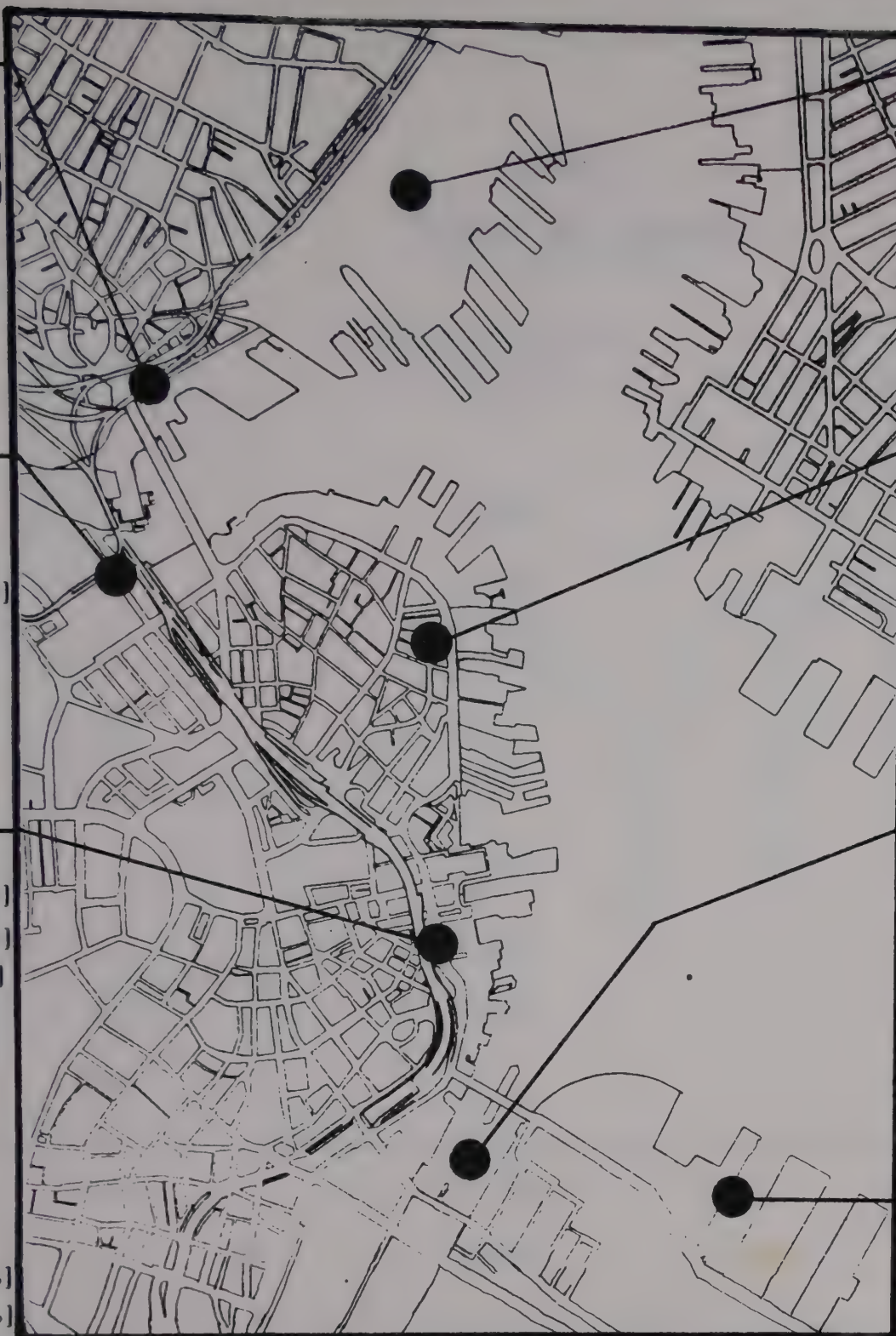
47 TOTAL MILES HARBORWALK
 34 MILES COMPLETED [72%]
 0 MILES PLANNED/UNDER CONSTRUCTION
 13 MILES TO BE PLANNED [28%]

CONNECTORS

1.99 TOTAL MILES HARBORWALK
 1.63 MILES COMPLETED [82%]
 .36 MILES PLANNED/UNDER CONSTRUCTION [18%]
 0 MILES TO BE PLANNED

SOUTH BOSTON

3.07 TOTAL MILES HARBORWALK
 1.50 MILES COMPLETED [49%]
 1.57 MILES PLANNED/UNDER CONSTRUCTION [51%]
 0 MILES TO BE PLANNED



15.25 MILES
 6.62 MILES
 5.83 MILES
 2.80 MILES

GRAND TOTAL PHASE I
 COMPLETED
 PLANNED/UNDER CONSTRUCTION
 TO BE PLANNED

HARBORWALK

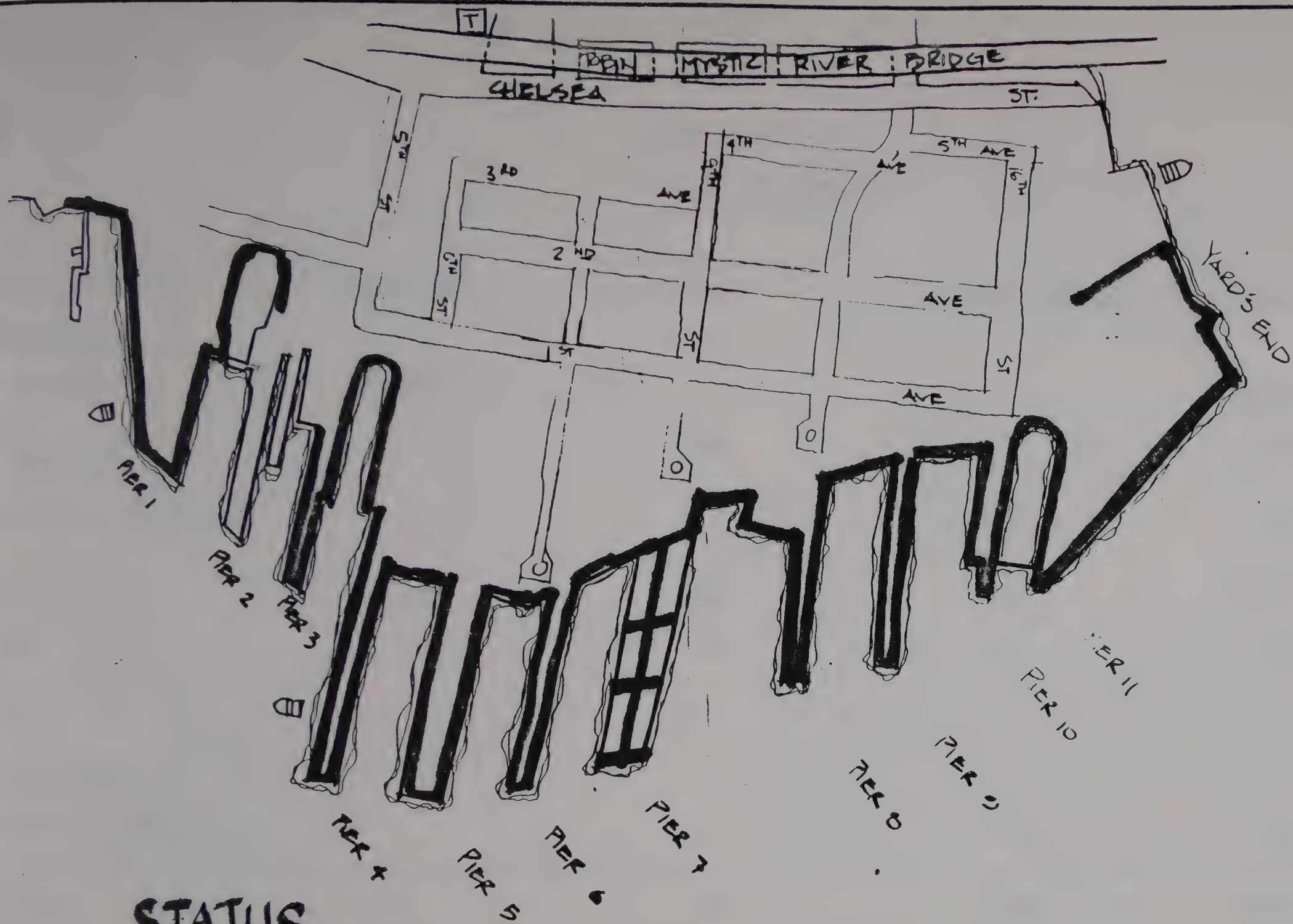
MILEAGE PHASE ONE



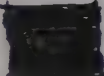


Table 1

Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>Charlestown Navy Yard</u>				
Yard's End		2,260		2,260
Pier 10		1,290		1,290
Pier 9		1,500		1,500
Pier 8	1,950			1,950
Pier 7	1,500			1,500
Pier 6		1,510		1,510
Pier 5		1,610		1,610
Piers 3 and 4	1,680	3,600		5,280
Piers 1 and 2	1,940		2,620	4,560
<hr/>				
TOTAL	7,070	11,770	2,620	21,460
Miles	1.34	2.23	.50	4.07



STATUS

-  COMPLETED
-  PLANNED/UNDER CONSTRUCTION
-  TO BE PLANNED

HARBORWALK

CHARLESTOWN NAVY YARD

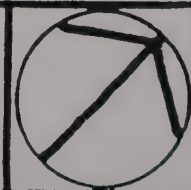
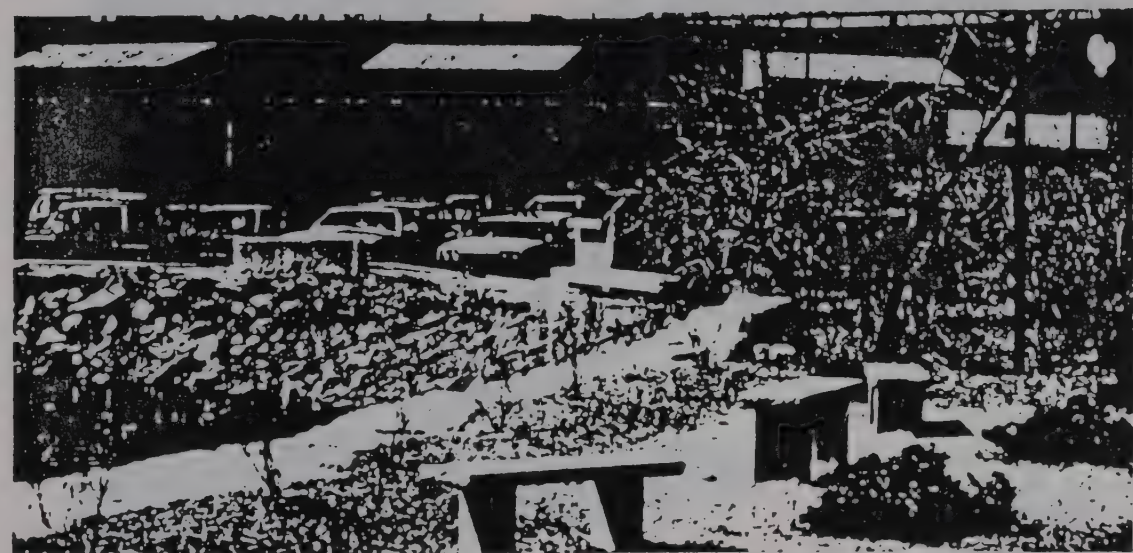
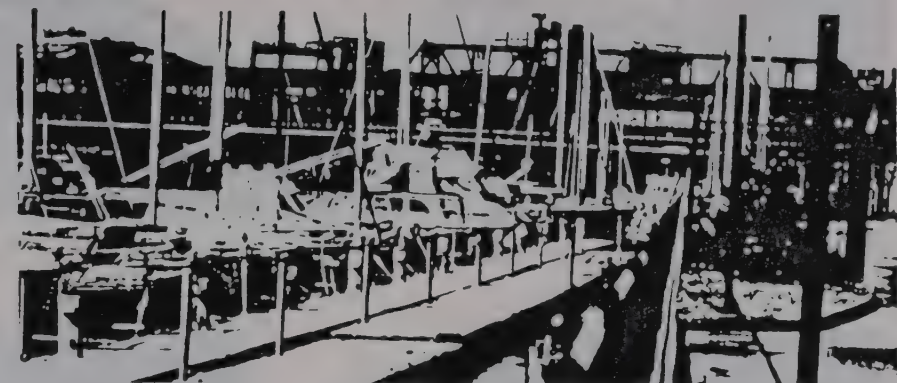
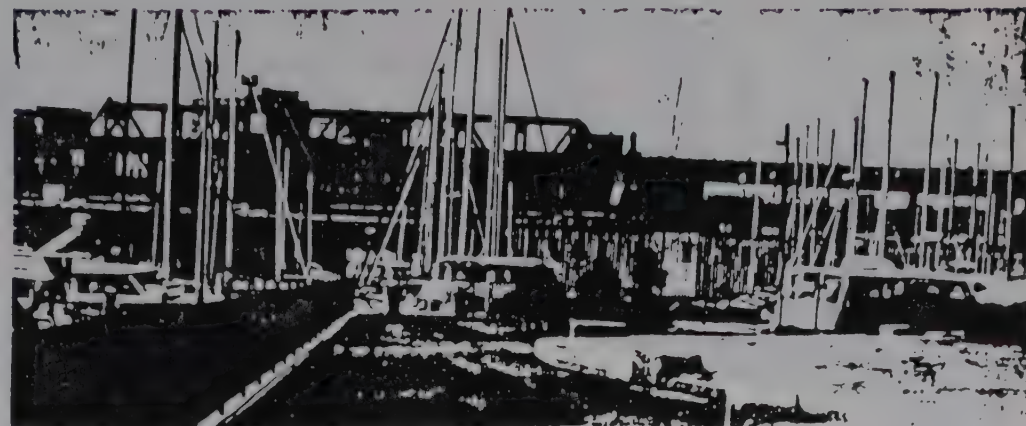
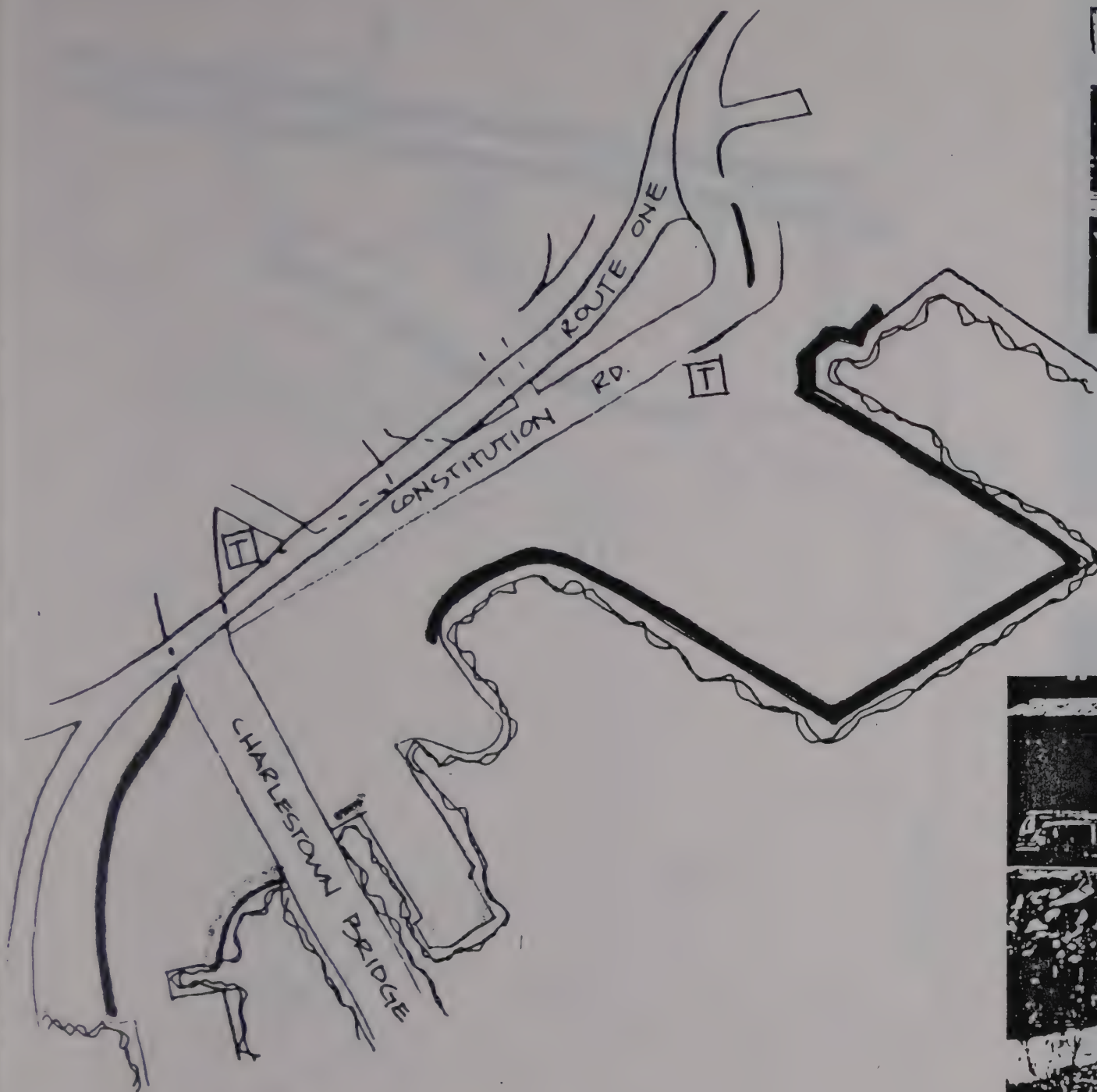


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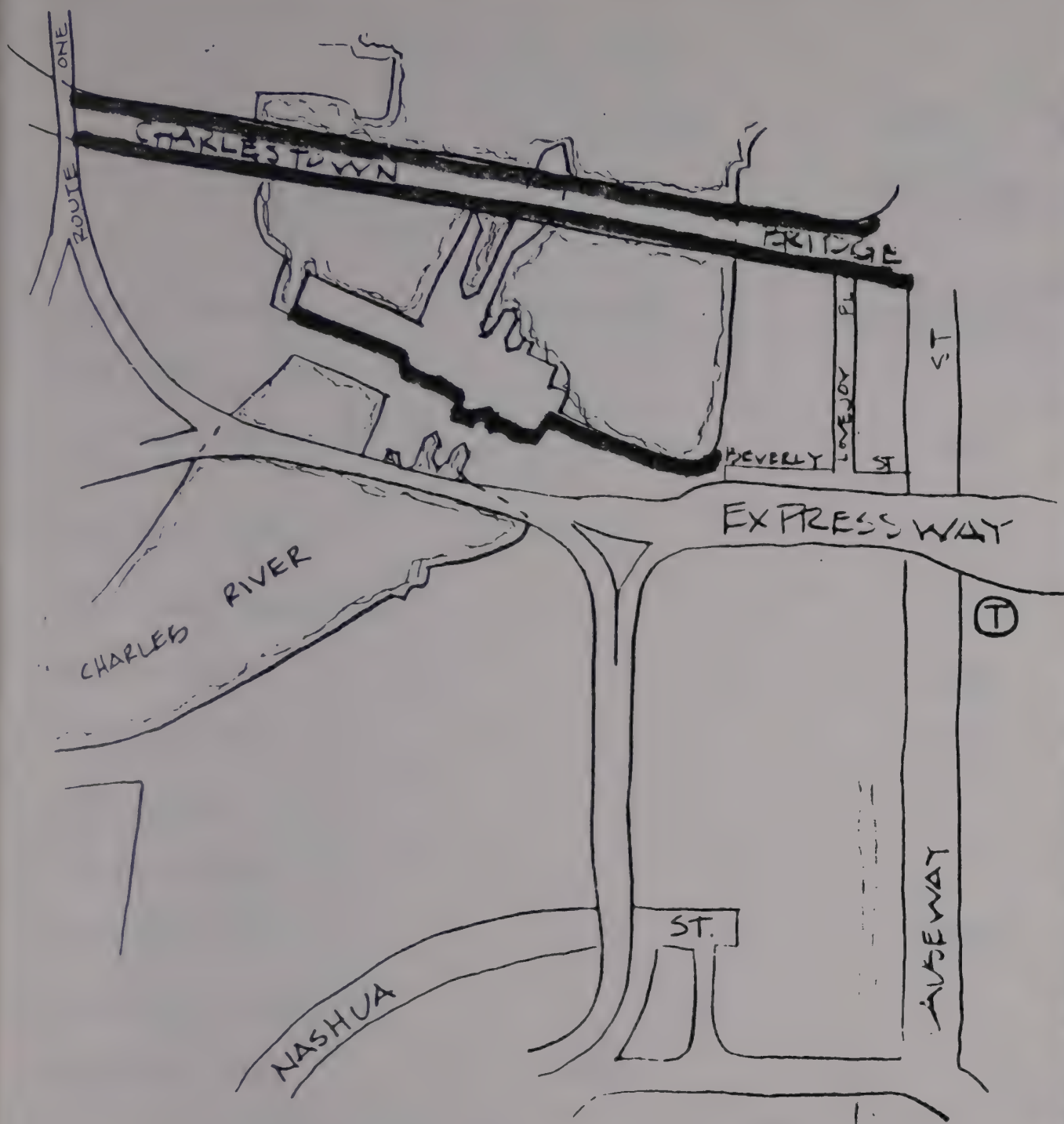
Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>Charlestown</u>				
Hoosac Pier	2,430			2,430
Rapids Furniture Warehouse		760		760
Paul Revere Landing			430	430
TOTAL	2,430	760	430	3,620
Miles	.46	.14	.08	.68
 <u>North Station</u>				
Hoffman Building			1,140	1,140
TOTAL	-0-	-0-	1,140	1,140
Miles	-0-	. -0-	.22	.22



HARBORWALK





- ☒ COMPLETED
- ☐ PLANNED / UNDER CONSTRUCTION
- ☐ TO BE PLANNED



HARBORWALK

15

NORTH STATION
STATUS

Fig. No.

1.7






Table 1 (Cont'd.)

Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>North End</u>				
Playground (City of Boston)	780	980		1,760
Playground (MDC)	600		80	680
U.S. Coast Guard*			5,130	5,130
Battery Wharf		1,240		1,240
Lincoln Wharf		1,170		1,170
Union Wharf			1,360	1,360
Sargent's Wharf			660	660
Lewis Wharf	570	1,620		2,190
Commercial Wharf			2,550	2,550
Waterfront Park	540			540
TOTAL	2,490	5,010	9,780	17,280
Miles	.47	.95	1.85	3.27

* Although access to the water's edge is physically possible on the Coast Guard piers, it is extremely restrict for the public and does not exist in the form of an actual walkway. This segment is therefore classified as "To Be Planned".



-  COMPLETED
-  PLANNED/UNDER CONSTRUCTION
-  TO BE PLANNED

HARBORWALK



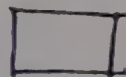


Table 1 (Cont'd.)

Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>Downtown/Financial</u>				
Long Wharf	410	3,050		3,460
Central Wharf	1,490			1,490
Between Central Wharf and Harbor Towers	250			250
Harbor Towers	570		100	670
Rowes Wharf	1,670			1,670
400-408 Atlantic Avenue	240			240
<hr/>				
TOTAL	4,630	3,050	100	7,780
Miles	.88	.58	.02	1.48



-  COMPLETED
-  PLANNED/UNDER CONSTRUCTION
-  TO BE PLANNED

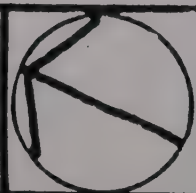
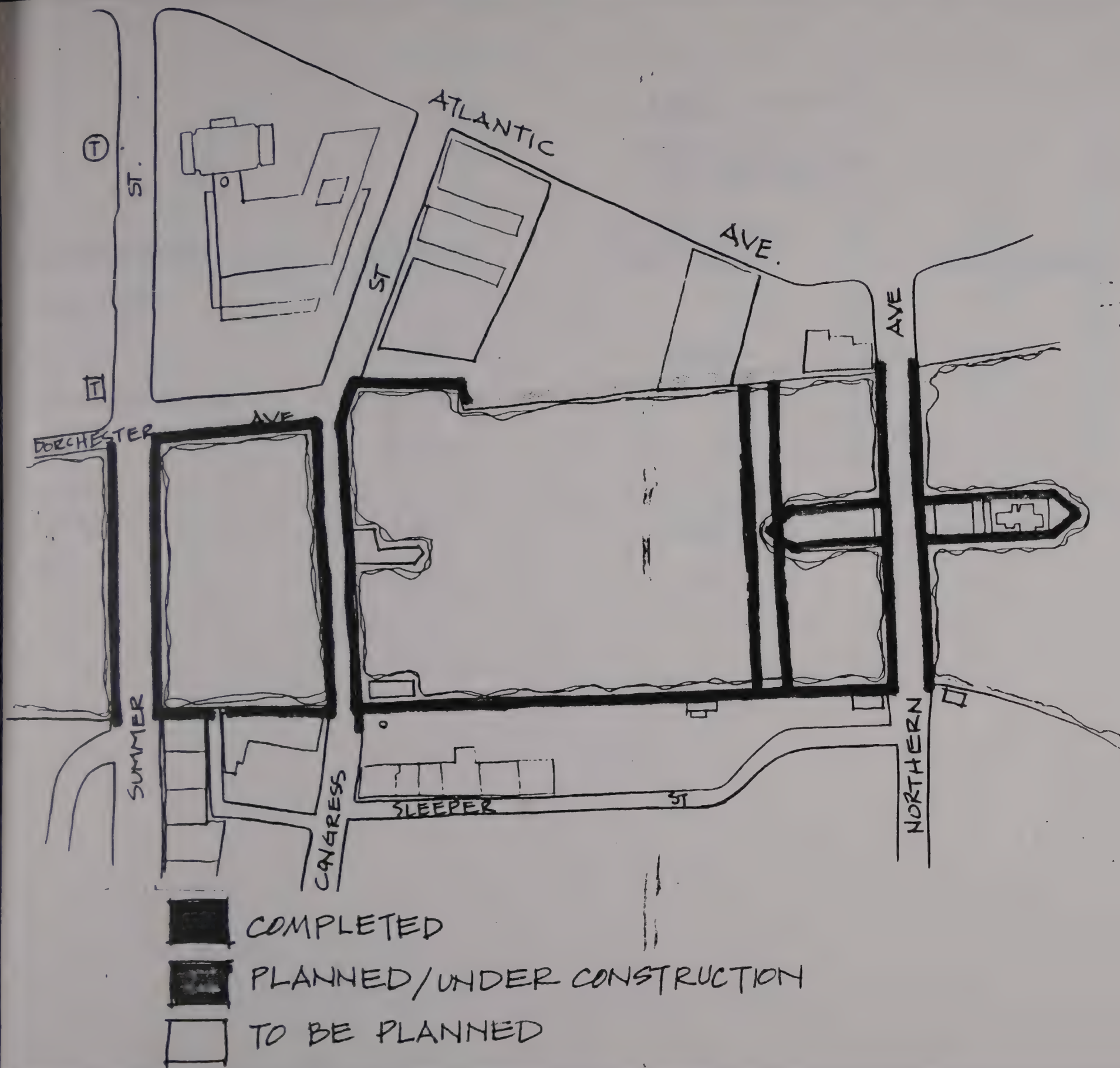


Table 1 (Cont'd.)

Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>Fort Point Channel</u>				
Hook Lobster			150	150
Sheraton Center			150	150
Boston Edison			390	390
Cheers Restaurant/ Russia Wharf Building	200			200
Dorchester Avenue	300			300
The Channel Building	90			90
Olympic Bank Building	230			230
Children's/Computer Museum (includes McCourt property)	520			520
Victoria Station	160			160
Farrell Ocean Services	100			100
Neptune Lobster	220			220
TOTAL	1,820	-0-	690	2,510
Miles	.34	-0-	.13	.47



HARBORWALK

21

FORT POINT CHANNEL
STATUS

Fig.-No. 1-10

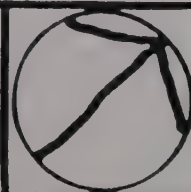
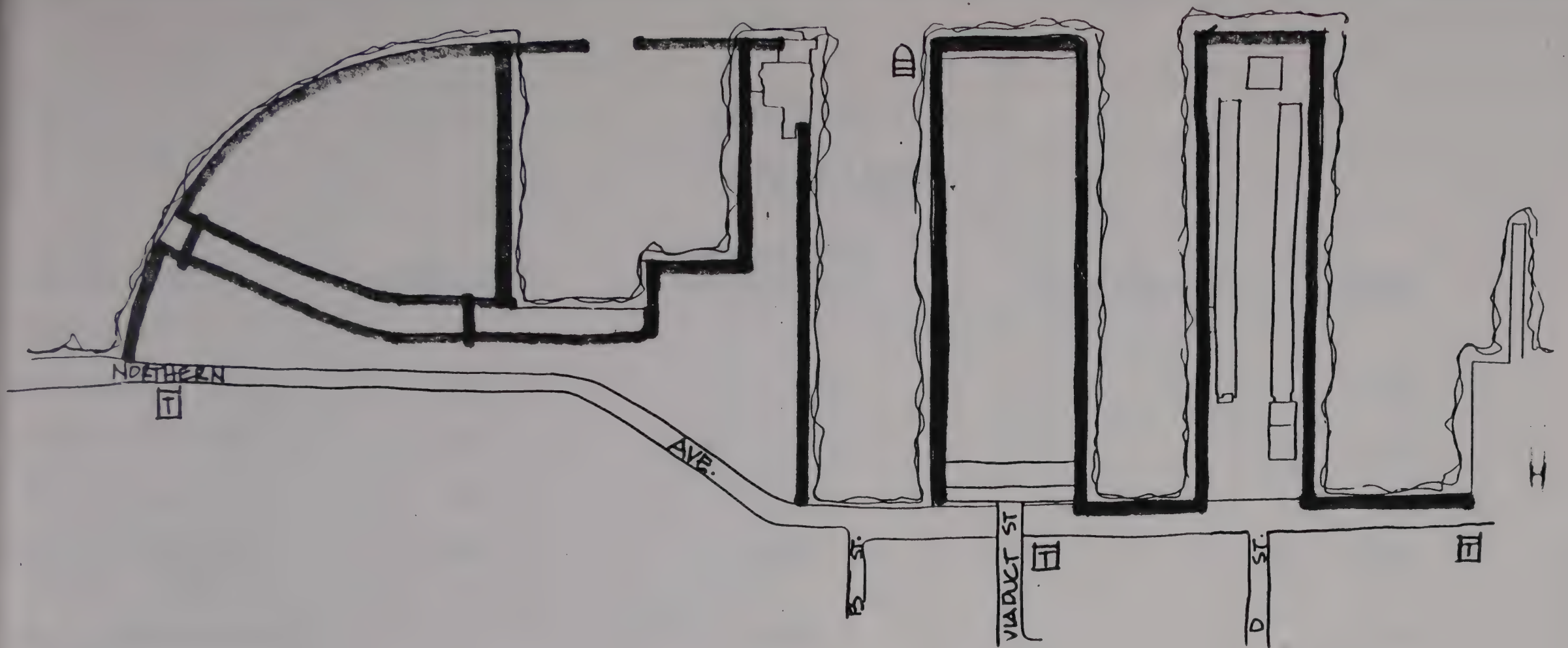


Table 1 (Cont'd.)

Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>South Boston</u>				
Fan Piers	1,100	8,290		9,390
Commonwealth Pier	3,150			3,150
Fish Pier	3,670			3,670
<hr/>				
TOTAL	7,920	8,290	-0-	16,210
Miles	1.50	1.57	-0-	3.07



HARBORWALK

23

SOUTH BOSTON
STATUS

Fig. No.

1-11

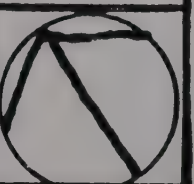
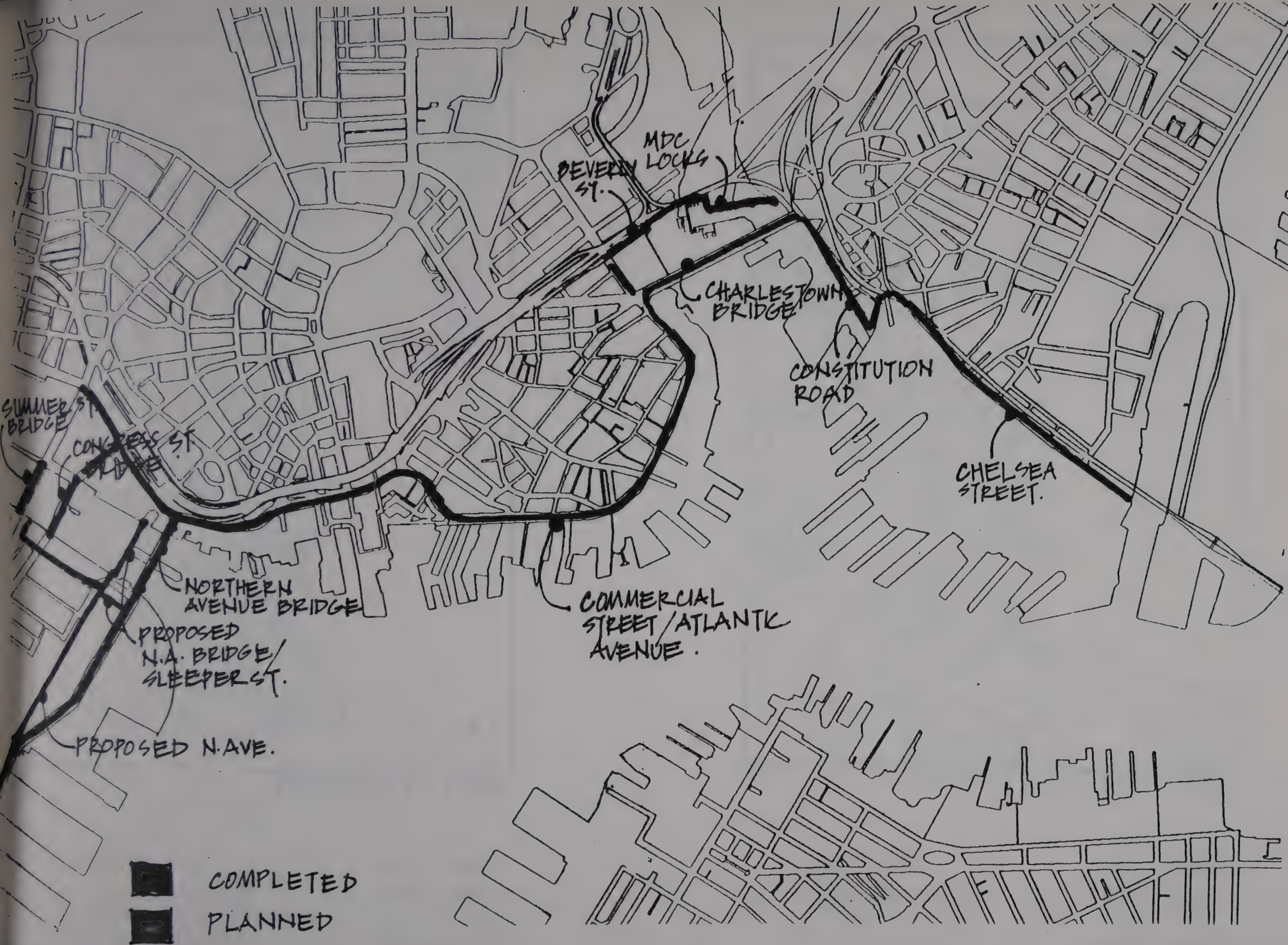


Table 1 (Cont'd.)

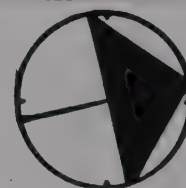
Harborwalk Mileage
(Linear Feet)

<u>District/Segment</u>	<u>Completed</u>	<u>Planned/Under Construction</u>	<u>To Be Planned</u>	<u>Total</u>
<u>Connectors*</u>				
MDC Locks	1,310			1,310
Charlestown Bridge	3,720			3,720
Beverly Street	330			330
Existing Northern Avenue Bridge	1,200	720		1,920
New Northern Avenue Bridge		1,170		1,170
Congress Street Bridge	1,050			1,050
Summer Street Bridge	1,000			1,000
TOTAL	8,610	1,890	-0-	10,500
Miles	1.63	.36	-0-	1.99

* Only those connectors which are part of the water's edge Harborwalk system are included in this table.



HARBORWALK





PRE-OCT. 1984

COMPLETED	3.81 MILES
PLANNED/UNDER CONSTRUCTION	4.53 MILES
TO BE PLANNED	6.91 MILES



OCT. 1984-OCT. 1987

COMPLETED	6.62 MILES
PLANNED/UNDER CONSTRUCTION	5.83 MILES
TO BE PLANNED	2.80 MILES

HARBORWALK

HARBORPARK ACCOMPLISHMENTS
OF HARBORWALK PHASE I

Fig. No.

1.13



Summary of Recommendations

SUMMARY OF RECOMMENDATIONS

Summarized below, are the recommendations made in the Conceptual Plan for Harborwalk, Phase I, presented in Chapter 4 of this report. These recommendations relate to the specific elements of Harborwalk within each district as well as to the connections of the waterfront walkway between the districts, with the inner neighborhoods, and with other existing circulation systems.

Charlestown Navy Yard District

- o Harborwalk promenade along each pier
- o Towers for viewing downtown Boston and the Harbor
- o Pavilions and terminals for excursion boats, water ferries, taxis, and shuttles
- o Urban parks and plazas for primarily passive recreation
- o Sailing centers
- o Marinas at Piers 4, 6 and 8
- o Docking areas for Tall Ships
- o Museums and interpretive exhibits in buildings such as the Ropewalk and Chain Forge
- o Community pool at Shipyard Park
- o Attractions such as a light ship or majestic sailing vessel
- o Retaining the open space character of the Navy Yard in historical and industrial context
- o Enhanced pedestrian entrances at Gates 1, 4 and 5
- o Special landscaping along major streets such as First Avenue to reinforce pedestrian patterns

Charlestown District

- o Urban plazas providing maximum activity along Harborwalk, e.g., on Hoosac Pier
- o Enhanced pedestrian entrances
- o Special landscaping at major intersections such as at City Square to reinforce pedestrian patterns

- o Marinas
- o Stairways, passageways, and ramp connections between significant links such as from the Charlestown Bridge and from the tunnel under the elevated Route 1
- o Bike and pedestrian paths (through Paul Revere Landing) connecting to Olmsted's Emerald Necklace at Memorial Boulevard promenade

North Station District

- o Reinforcing the uniqueness of this district as the junction of the Charles River and the Inner Harbor
- o Exhibits explaining technology/mechanical functioning of connectors such as the MDC Locks and the Charlestown Bridge
- o Bike and pedestrian paths through the area connecting to Olmsted's Emerald Necklace at the Charles River Esplanade
- o Pedestrian walkways cantilevered from Charlestown Bridge
- o Water transportation pavilions and terminals
- o Links to the North End Playground under the Charlestown Bridge for continuity of Harborwalk

North End District

- o Reinforcing the finger-pier configuration of the North End wharves
- o Urban plazas
- o Glass enclosed cafes with outdoor seating areas adjacent to Harborwalk to promote activity
- o Emphasis on connections from the North End neighborhood through landscaping, pavement patterns, pedestrian lights at special crosswalks
- o Emphasis at major grade changes like Copp's Hill Terrace
- o Adaptive reuse of recreation facilities to accommodate seasons

- o Emphasis of pedestrian nature along Atlantic Avenue/ Commercial Street through widened sidewalks, special landscaping, and active public uses such as outdoor cafes
- o Landmarks at the water's edge to draw pedestrians along Harborwalk, such as artistic sculptures, fountains, viewing towers, marina gates, etc.
- o Cross-wharf connections at pier ends
- o Link to Olmsted's Emerald Necklace (via Walk-to-the-Sea) at Boston Common

Downtown/Financial District

- o Several direct connections between Downtown and the Waterfront through improved pedestrian walkways under the expressway; in the short term by increased lighting, brick paving, and signage
- o Increase in width of sidewalks to accommodate existing and proposed pedestrian flow
- o Public information booth at Long Wharf like the Visitor Center at Boston Common
- o A variety of urban plazas and urban gardens
- o Glass enclosed restaurants with outdoor seating areas
- o Exhibits describing and explaining tides
- o Removal of barriers and provisions for continuous walkway through the Harbor Towers property to Rowes Wharf

Fort Point Channel District

(The mix of uses around the Channel and the Channel's physical configuration create a unique district in the Inner Harbor. To reinforce the Fort Point Channel District's unique character, there is a high degree of water-land dependency in the following proposals.)

- o Urban plazas with floating amphitheaters and stages
- o Pedestrian passageways connecting Harborwalk under the New Northern Avenue Bridge

- o Water-related recreation (paddle boats) in underutilized basins
- o Pedestrian cross-walks at specified locations to facilitate access to the museums
- o Bicycle lanes and/or paths connecting both sides of channel and continuing along the bridges
- o Glass enclosed restaurants with outdoor seating areas
- o Museums and/or exhibits emphasizing the Fort Point Channel and its bridges
- o Link to Olmsted's Emerald Necklace (via Summer Street/Winter Street) at Boston Common

South Boston District

- o Richly landscaped harborfront and canal promenades at Fan Pier
- o Urban parks
- o Unique pedestrian bridges
- o Marinas
- o Cafes with outdoor seating
- o Water transportation pavilions and terminals
- o Display docks for visiting ships and vessels
- o Nature parks
- o Public information booth at Commonwealth Pier like the Visitor Center at Boston Common
- o Exhibits on working pier history at Fish Pier

Connectors District

- o Enhanced pedestrian and bicycle systems
- o Brick and granite paving at major intersections emphasizing a pedestrian environment
- o Improved lighting
- o Landscaping and signage to emphasize importance of the connectors

The Context

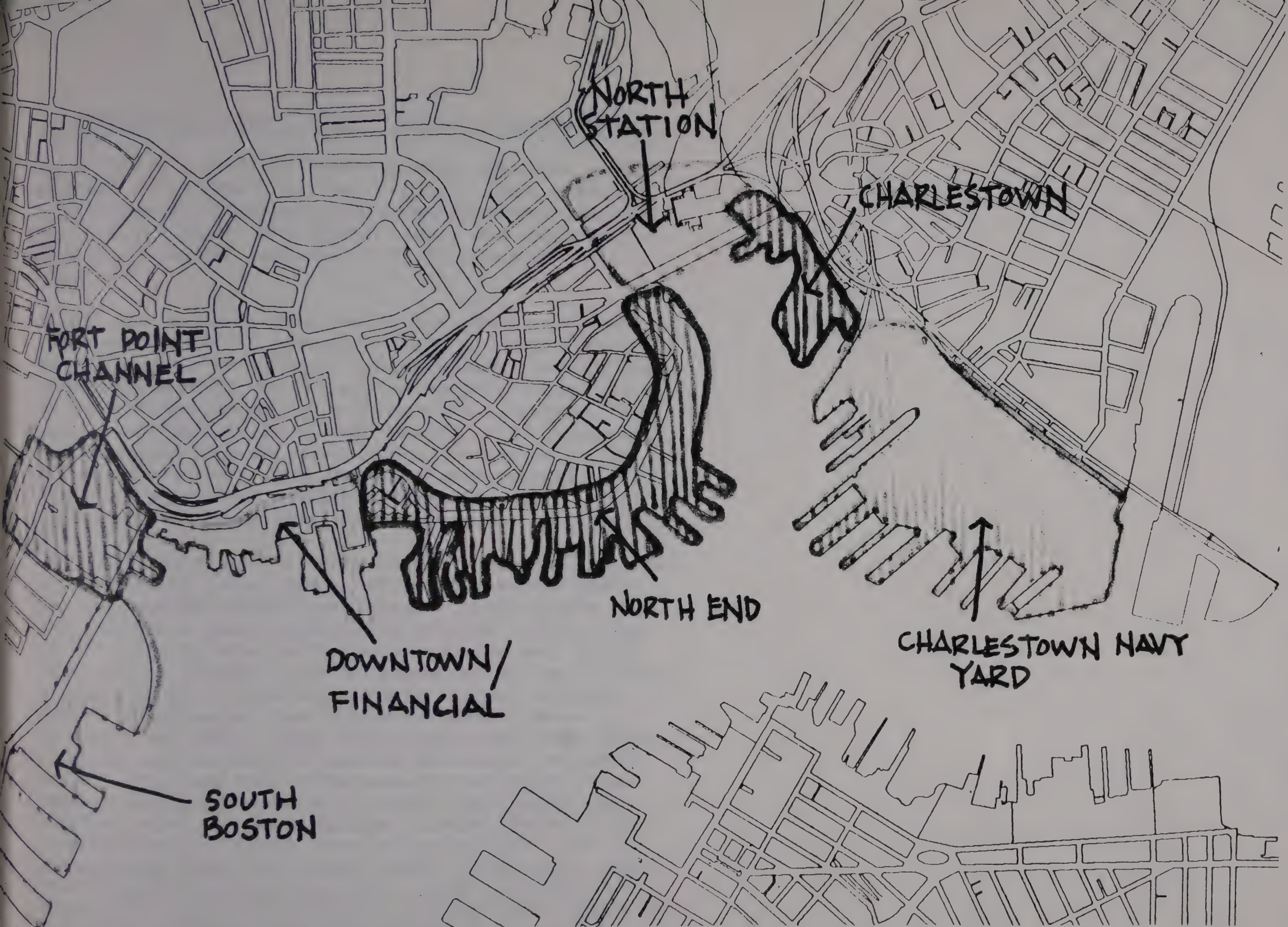
THE CONTEXT

The Harborwalk, Phase I area has been divided into the following eight "districts" for the implementation of the design guidelines: Charlestown Navy Yard, Charlestown between the Navy Yard and the MDC Locks, North Station, North End, Downtown/Financial District, Fort Point Channel, South Boston, and the Connectors. (See Figure 3.1.) Each one of these districts has distinct characteristics which reflect neighborhood location, historical, and potential future roles in the development of Boston's Inner Harbor waterfront. The proposed plan presented in Chapter IV of the report is based on these distinct characteristics of each district, leading to the creation of a Harborwalk which offers a variety of experiences and ambience.

This chapter provides the detailed background information on the existing conditions in the Harborwalk, Phase I area upon which the proposed plan is based. First, the existing characteristics in the overall Phase I area are summarized through a series of maps illustrating view corridors, open spaces, historic/cultural attractions, vehicular/pedestrian circulation, land and water mass transit stops, and surface/structured public parking facilities. Next, the introduction to each district section and the district map which follows it, present information on the existing character of the district which will tie into the development of the proposed Harborwalk system. The districts are then broken up into segments (58 in total) in the descriptive segment profiles which provide detailed information on the numerous smaller

segments located within each district, and present recommendations with respect to the development of Harborwalk for that segment.*

* The costs for Harborwalk, indicated on segment profiles, are the basic costs related to the construction of the walkway (14' wide) and basic elements on the walkway such as railing, landscaping, trash receptacles, signage, benches, and lighting. They are based on the following estimates for four types of paving: (1) wood (\$1,000/linear foot); (2) concrete (\$1,200/linear foot); (3) brick (\$1,400/linear foot); and (4) granite (\$2,100/linear foot). A 25% contingency is included in the estimates.

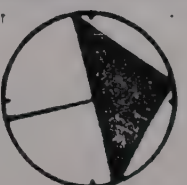


*Portions of Connectors District are included in each district as shown.

HARBORWALK

PHASE I DISTRICTS*

Fig. No.
3.1



A. Harborwalk, Phase I Area - Overall Characteristics

Figures 3.2 to 3.7 on the following pages illustrate existing conditions with respect to view corridors, open spaces, historic/cultural attractions, vehicular/pedestrian circulation, land and water mass transit stops, and surface/structured public parking facilities in the Harborwalk, Phase I area.

Several view corridors exist within the various districts of Harborwalk, Phase I. (See Figure 3.2.) These view corridors, originating in the inner neighborhoods, provide views of the Inner Harbor, the waterfront neighborhoods, historic/cultural monuments on and near the waterfront, the outer Boston Harbor and Harbor Islands. The proposed Harborwalk will provide opportunities for maximizing the use of these view corridors for the visual enjoyment of Boston's Harbor and waterfront as well as providing additional opportunities of visual connections across the wharves.

The existing open spaces, illustrated on Figure 3.3, consist of urban plazas, urban parks, active recreational spaces, and water related recreational spaces. Urban plazas are small pockets of open spaces which provide opportunities for the public to relax and enjoy the Harbor and its surroundings. A number of urban plazas are currently intermingled with private developments in addition to being existent within larger open space/recreational areas. Existing urban parks, large landscaped public open spaces providing opportunities for passive and active recreation, include: Shipyard Park (Charlestown Navy Yard), Paul Revere Landing (Charlestown), North End Playground, Waterfront Park and Rose Kennedy Garden (North End). Active recreational spaces such as sports fields, tot lots, and swimming pools are existent within these urban parks. Water-related recreation consisting mainly of marinas, sailing clubs, and excursion boat docking spaces also exist in various locations within the Harborwalk area. The proposed Harborwalk aims to enhance the appearance, use,

and variety of open spaces on the waterfront and provide stronger and more interesting linkages between these public open spaces and the inner neighborhoods.

The existing historic/cultural attractions in the Harborwalk, Phase I area are shown in Figure 3.4. Located throughout the Harborwalk area, these attractions are focal points of public activity, providing education and entertainment to the visitors of Boston's waterfront. Statistics indicate that visits by tourists and residents to these sites is increasing rapidly. As a result, a number of these attractions will be undergoing expansion to accommodate the increasing demand. The proposed Harborwalk will provide strong linkages between these various attractions and the inner neighborhoods as well as include a number of new attractions for the public's enjoyment.

The existing vehicular and pedestrian circulation systems in and around the Harborwalk area are shown on Figure 3.5. The vehicular right-of-ways in most cases include sidewalks for pedestrians but in general are automobile oriented. The pedestrian circulation system is inadequate in terms of public access to all areas of the waterfront, linkages to major roadways and inner neighborhoods, safety, and providing an enjoyable walking experience. The Central Artery and Route 1 elevated highways act as visual and physical barriers between the inner neighborhoods and the Downtown/Financial District, North End and Charlestown waterfronts making it even more difficult for pedestrians to access the Harborwalk area. The proposed Harborwalk will complete the currently missing sections of the pedestrian circulation system, make improvements to the existing system by strengthening linkages to the district connectors and inner neighborhoods, link to the future pedestrian passageways created by the Central Artery and the Central Artery North Area projects, and make the walking experience much more enjoyable and stimulating with the variety of public activities located on and around the

Harborwalk area. A number of pedestrian-oriented proposals will also be made for the vehicular circulation system in order to increase public activity along these roadways.

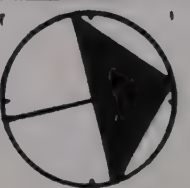
Figure 3.6 shows the existing land (subway and bus) and water transportation stops in the Harborwalk area. The area is currently inadequately served by public transportation, either land or water, necessitating long walks to much of the water's edge. Lack of public transportation creates a particular hardship to the non-driving public in areas such as the Charlestown, North End, and South Boston waterfronts. Within the Harborpark planning program, an Inner Harbor water transportation network is being proposed. Once implemented, the new water transportation services will compliment the existing land and water public transportation services providing easy access to all of the water's edge. The proposed Harborwalk will have direct links to the land and water public transit stops, facilitating easy public access to the water's edge and the attractions located on and around it.

Existing parking near the Harborwalk area, shown on Figure 3.7, consist of both surface lots and garages. Because of the existing traffic problems in the area and the goal of discouraging vehicular traffic on Boston's waterfront, linkages of Harborwalk to parking facilities is not being encouraged.



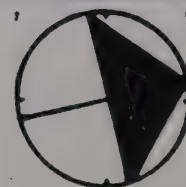
HARBORWALK

PHASE I EXISTING VIEW CORRIDORS





HARBORWALK PHASE I EXISTING OPEN SPACES

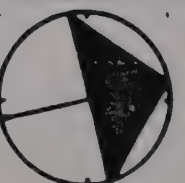


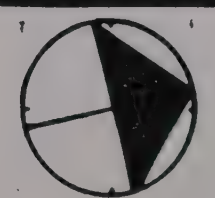


HARBORWALK

PHASE I EXISTING CULTURAL/HISTORIC ATTRACTIONS

Fig. No.
3.4



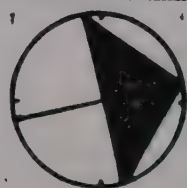


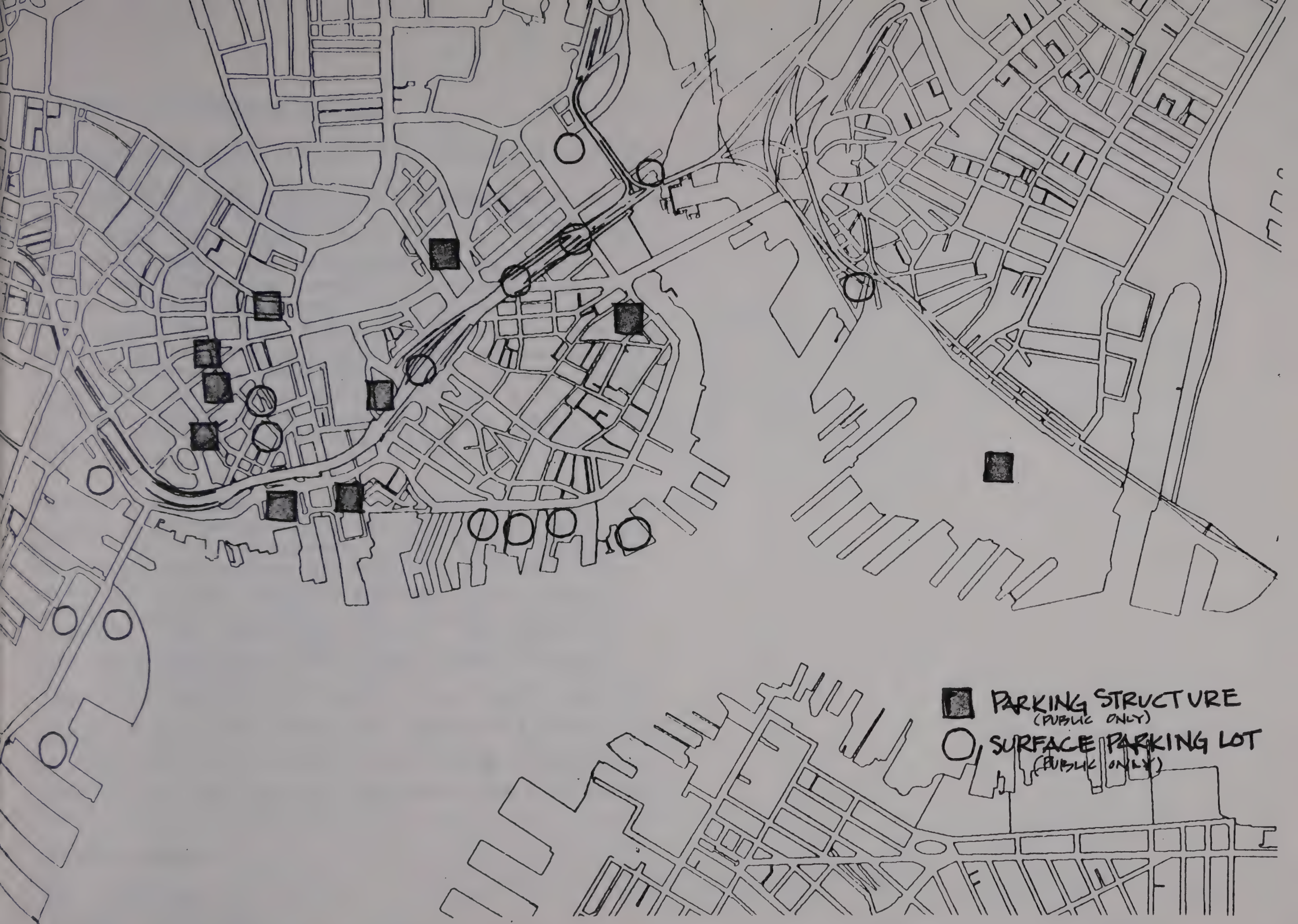


HARBORWALK

PHASE I EXISTING MASS TRANSPORTATION (LAND AND WATER)

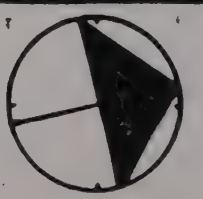
Fig. No.
3.6





HARBORWALK

PHASE I EXISTING PARKING



B. District and Segment Profiles

Charlestown Navy Yard District (See Figures 3.8 to 3.19)

The Charlestown Navy Yard, once the largest Navy Yard in the country, is now the largest waterfront redevelopment project in the United States. The 105-acre Yard, currently being redeveloped under the direction of the Boston Redevelopment Authority, constitutes a distinct area within the Charlestown neighborhood, with a mixed land use of office, retail, residential, public open space, and land and water based recreational activities. The redevelopment of the Navy Yard, to be completed by 1992, will echo the past marine-industrial nature of the area through a historic architectural character and layout. At final buildout, the Navy Yard will have approximately 7,000 residents and 5,500 employees.

A private development firm, the Raymond Group, will build 2.2 miles of the Harborwalk in the Charlestown Navy Yard while the Boston Redevelopment Authority and the National Park Service will complete the remaining 1.9 miles. The walkway will stretch along the perimeter of the piers, providing magnificent views of the downtown skyline and the Harbor. The water's edge walkway will link to the public recreational areas such as the 16-acre Shipyard Park, landscaped pathways throughout the Yard, the retail shopping mall along Second Avenue, the historic park in which the U.S.S. Constitution and museum are located, the little Mystic River in the north as well as to Chelsea Street and Constitution Road which are the perimeter connectors along the Navy Yard and the remaining Phase I Harborwalk area on the Charlestown waterfront.

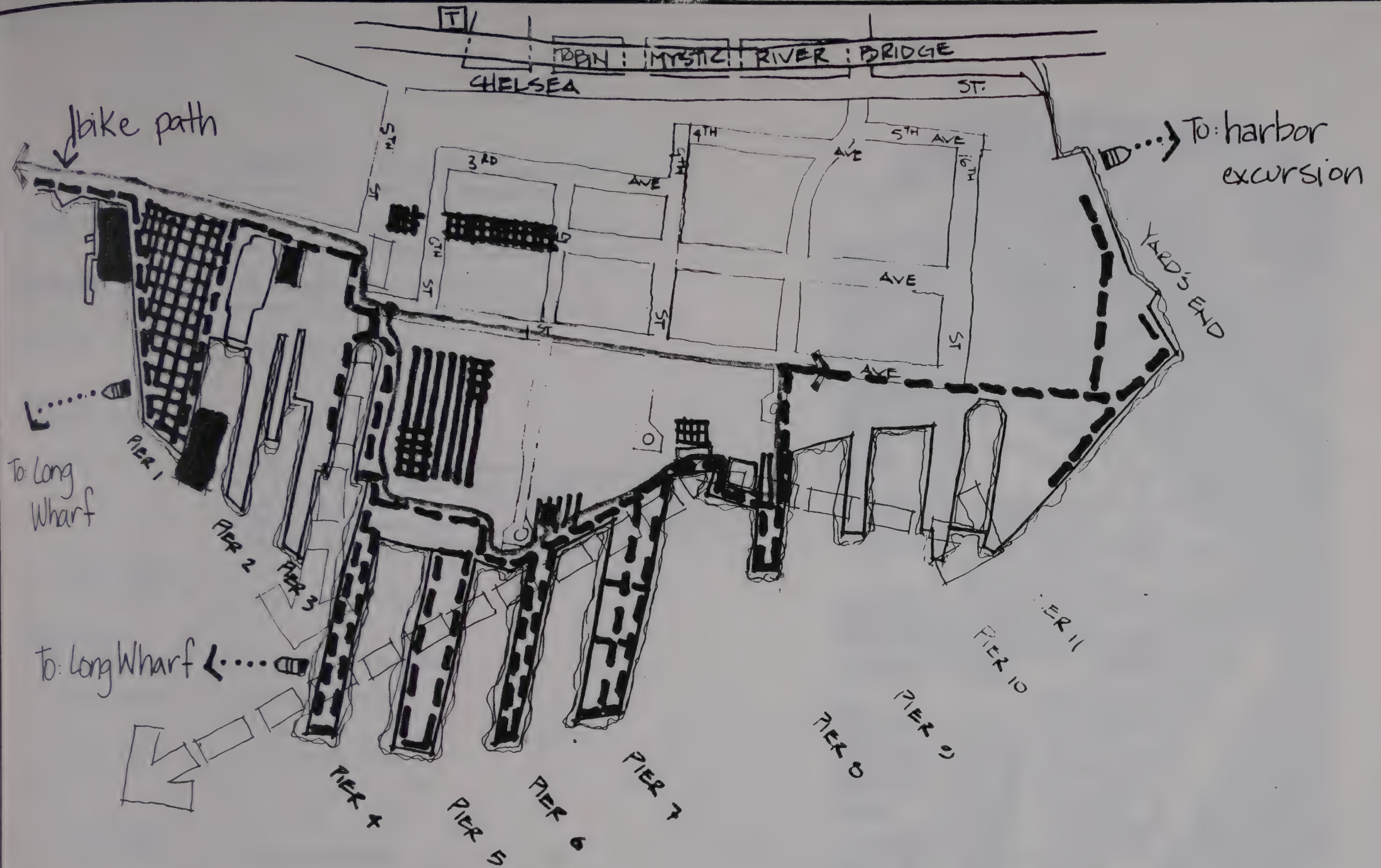
Harborwalk Status

Total = 4.07 miles

Completed = 1.34 miles

Planned/Under Construction = 2.23 miles

To Be Planned = .50 miles



- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

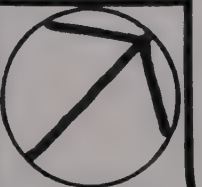
- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK

44

CHARLESTOWN NAVY YARD

Fig. No.
3.8



SITE: YARD'S END - Charlestown Navy Yard
(Parcels 5, 6 and 7, Building 114)

OWNER(S): Boston Redevelopment Authority (Parcels 5, 6, 7)
Joinery Shop Associates (Building 114)

DEVELOPER(S): The Raymond Group (Parcels 5, 6, 7)
Joinery Shop Associates (Building 114)

STATUS: In planning stage.

EXISTING
CONDITIONS:

- o Uses: Large vacant area with debris, abandoned equipment and piles of fill; three small cement structures; 500 linear feet of pier leased by IME for cruise ship docking; 400 linear feet of pier leased by Mass. Bay Lines for boat storage and maintenance.
- o Public Access/
Amenities: Unimproved

DEVELOPMENT
PROGRAM:

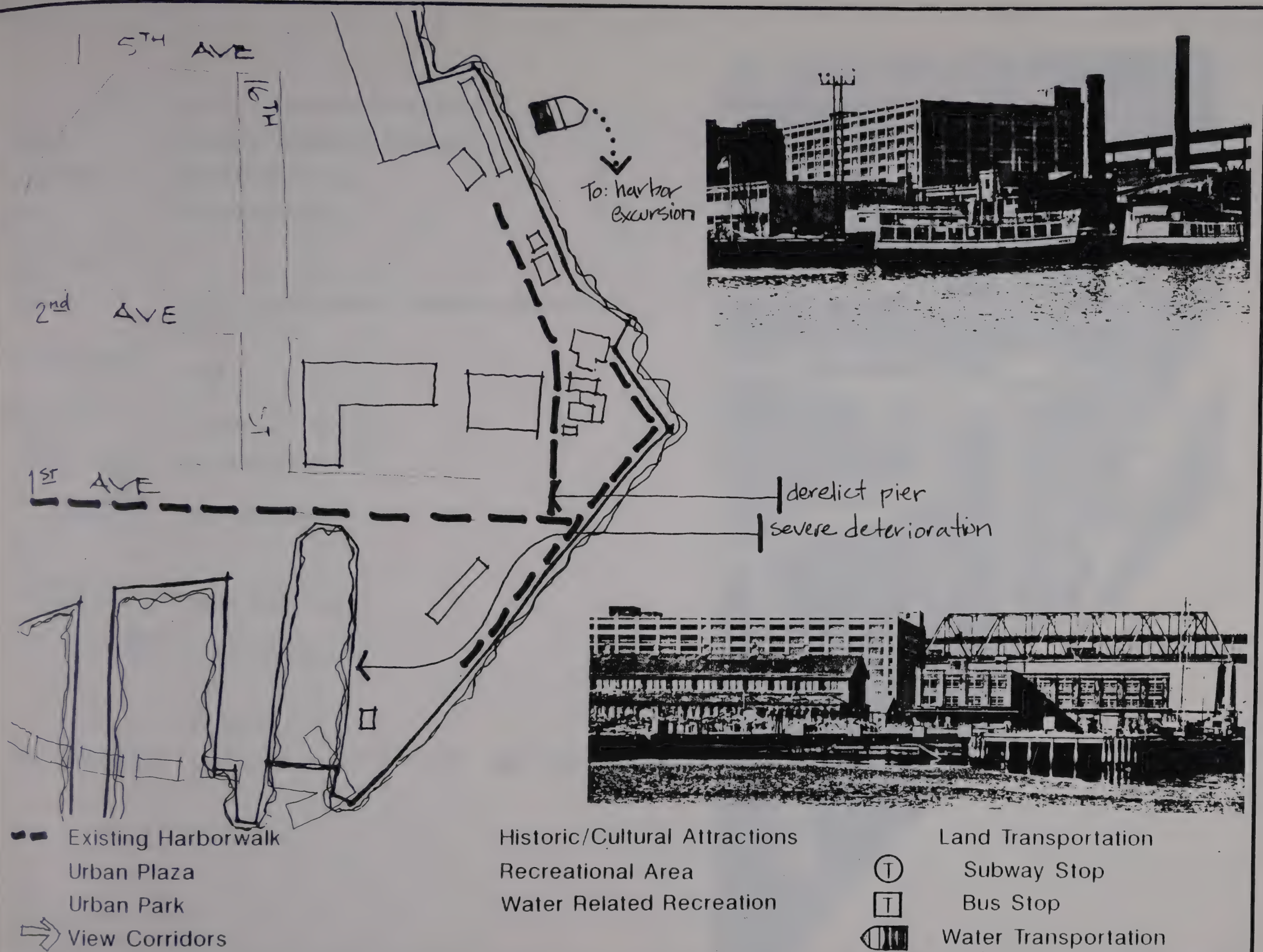
- o Private Uses: To be determined.
- o Public Access/
Amenities: To be determined.

COSTS:

- o Total Project
Costs: To be determined.
- o Total Harborwalk
Costs: \$2,260,000 (wood)
- Public: - 0 -
- Private: \$2,260,000

RECOMMENDATIONS: 2,260 linear feet of Harborwalk. See Conceptual Plan.

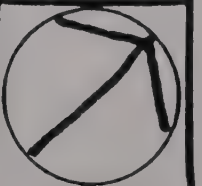




HARBORWALK

YARD'S END

Fig. No.
39



SITE: PIER 10 - Charlestown Navy Yard

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): The Raymond Group

STATUS: In planning stage

EXISTING CONDITIONS:

- o Uses: Vacant pier with debris, abandoned equipment and piles of fill.
- o Public Access/ Amenities: None

DEVELOPMENT PROGRAM:

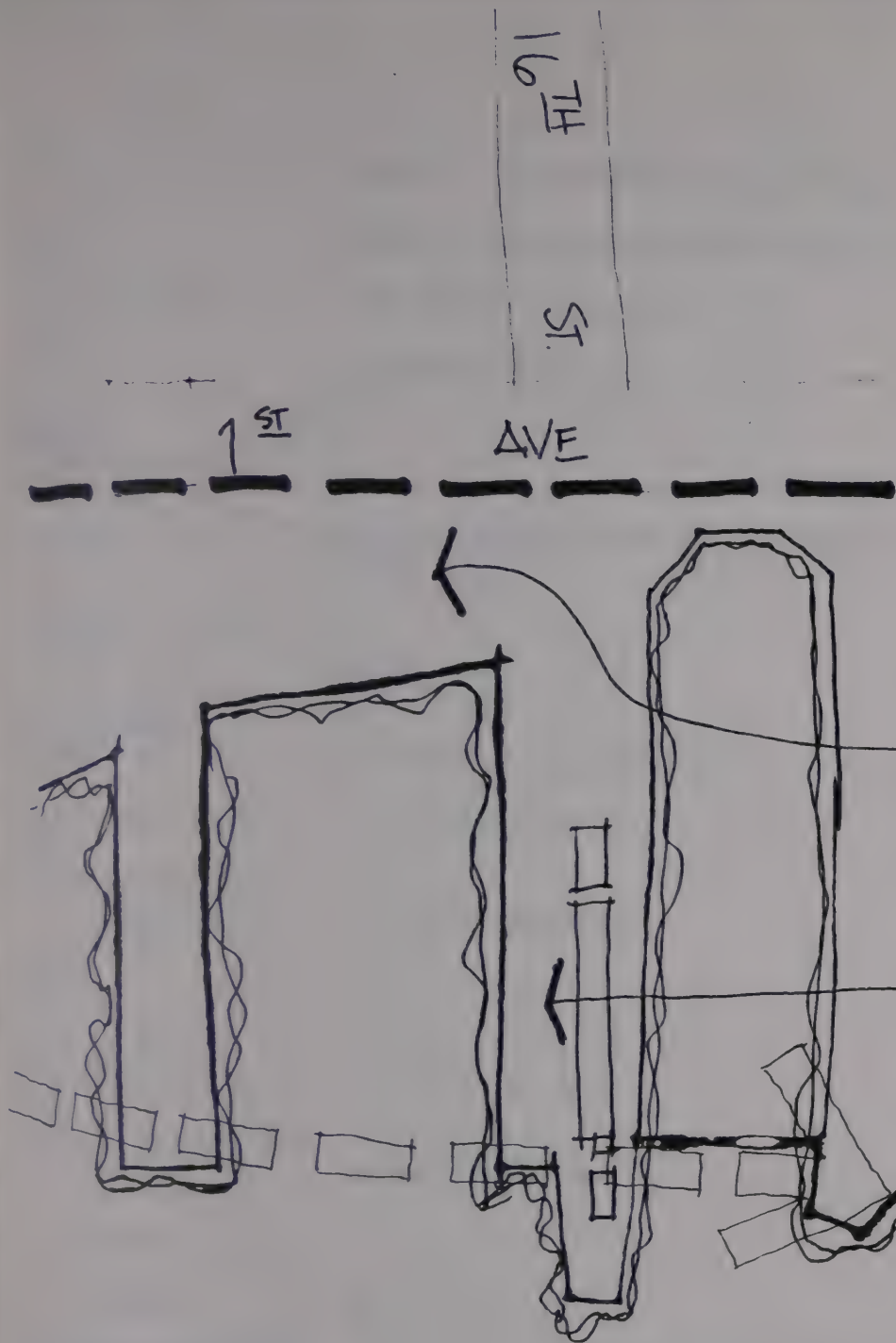
- o Private Uses: To be determined.
- o Public Access/ Amenities: To be determined.

COSTS:

- o Total Project Costs: To be determined.
- o Total Harborwalk Costs: \$1,290,000 (wood)
- Public: - 0 -
- Private: \$1,290,000

RECOMMENDATIONS: 1,290 linear feet of Harborwalk. See Conceptual Plan.





debris and rubble

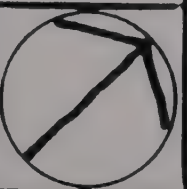
severe deterioration

- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK



SITE: PIER 9 - Charlestown Navy Yard

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): The Raymond Group

STATUS: In planning stage

EXISTING
CONDITIONS:

- o Uses: Vacant derelict pier with scattered debris and small piles of fill.
- o Public Access/
Amenities: None

DEVELOPMENT
PROGRAM:

- o Private Uses: To be determined.
- o Public Access/
Amenities: To be determined.

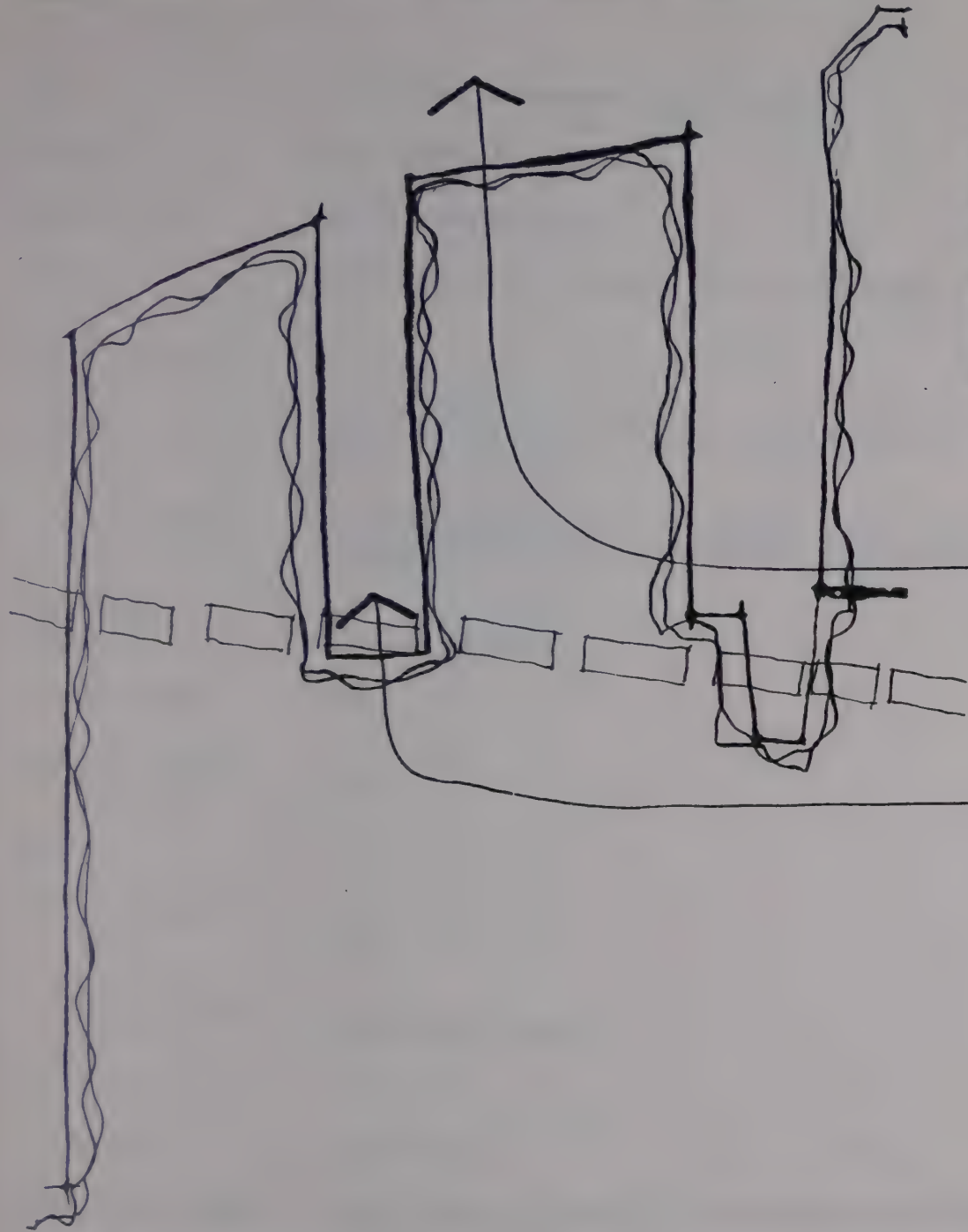
COSTS:

- o Total Project
Costs: To be determined.
- o Total Harborwalk
Costs: \$1,500,000 (wood)
- Public: - 0 -
- Private: \$1,500,000

RECOMMENDATIONS: 1,500 linear feet of Harborwalk. See Conceptual Plan.



1ST AVE



debris and rubble

severe deterioration

Existing Harborwalk

Urban Plaza

Urban Park

View Corridors

Historic/Cultural Attractions

Recreational Area

Water Related Recreation

Land Transportation



Subway Stop



Bus Stop



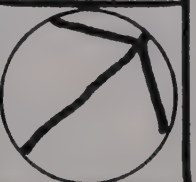
Water Transportation

HARBORWALK

50

PIER 9

Fig. No.
3-11



SITE: PIER 8 - Charlestown Navy Yard

OWNER(S): The Raymond Group

DEVELOPER(S): The Raymond Group

STATUS: Development is complete; to be upgraded

EXISTING
CONDITIONS:

- o Uses: Paved parking lot; 200-slip marina; marina facility office.
- o Public Access/
Amenities: Fenced perimeter with completed 1,950 linear feet wooden Harborwalk (not entirely at the water's edge).

DEVELOPMENT
PROGRAM:

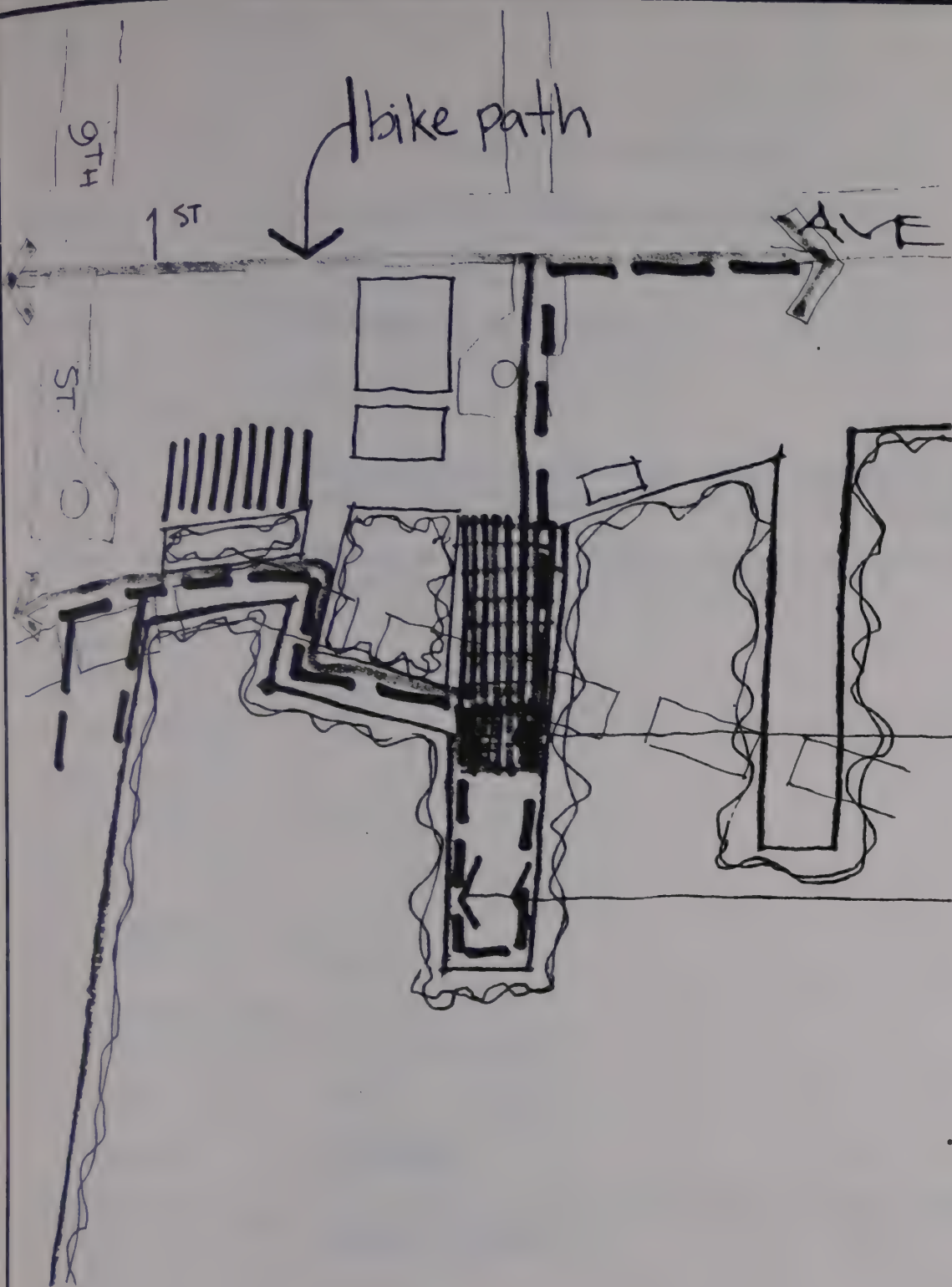
- o Private Uses: N/A
- o Public Access/
Amenities: N/A

COSTS:

- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$1,950,000 (wood)
- Public: - 0 -
- Private: \$1,950,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



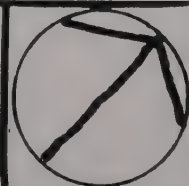


- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK



SITE: PIER 7 - Charlestown Navy Yard

OWNER(S): Flagship Wharf Condominium Associates

DEVELOPER(S): The Raymond Group

STATUS: Development is complete

EXISTING
CONDITIONS:

- o Uses: 64 residential condominium units; individual garages and surface parking for condominium residents.
- o Public Access/
Amenities: 30-foot wide boardwalk at end of pier, total of 1,500 linear feet of Harborwalk (wood).

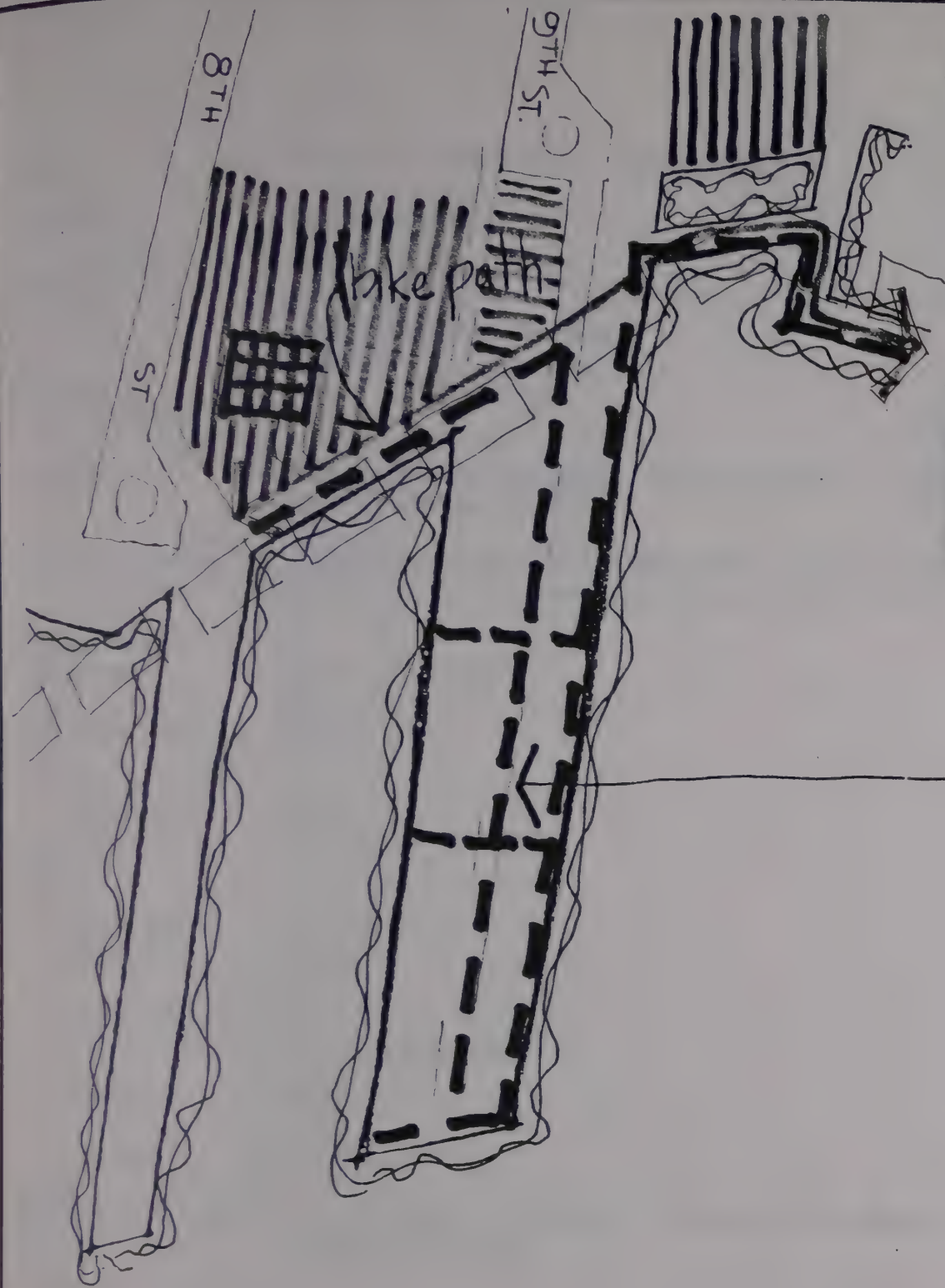
DEVELOPMENT
PROGRAM:

- o Private Uses: N/A
- o Public Access/
Amenities: N/A

COSTS:

- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$1,500,000 (wood)
- Public: - 0 -
- Private: \$1,500,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK



SITE: PIER 6 - Charlestown Navy Yard

OWNER(S): The Raymond Group

DEVELOPER(S): The Raymond Group

STATUS: Development is complete

EXISTING
CONDITIONS:

- o Uses: Paved surface parking; 120-slip marina; restaurant; marina office facilities.
- o Public Access/
Amenities: 1,510 linear feet of Harborwalk (wood) around perimeter of the pier, benches at end of pier.

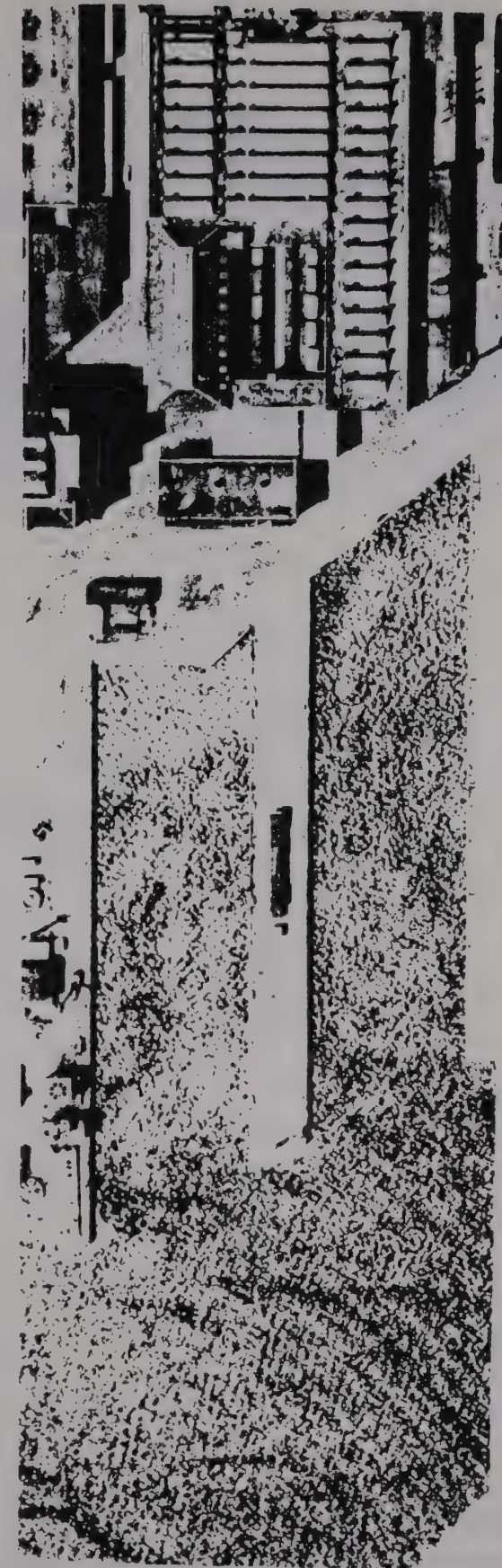
DEVELOPMENT
PROGRAM:

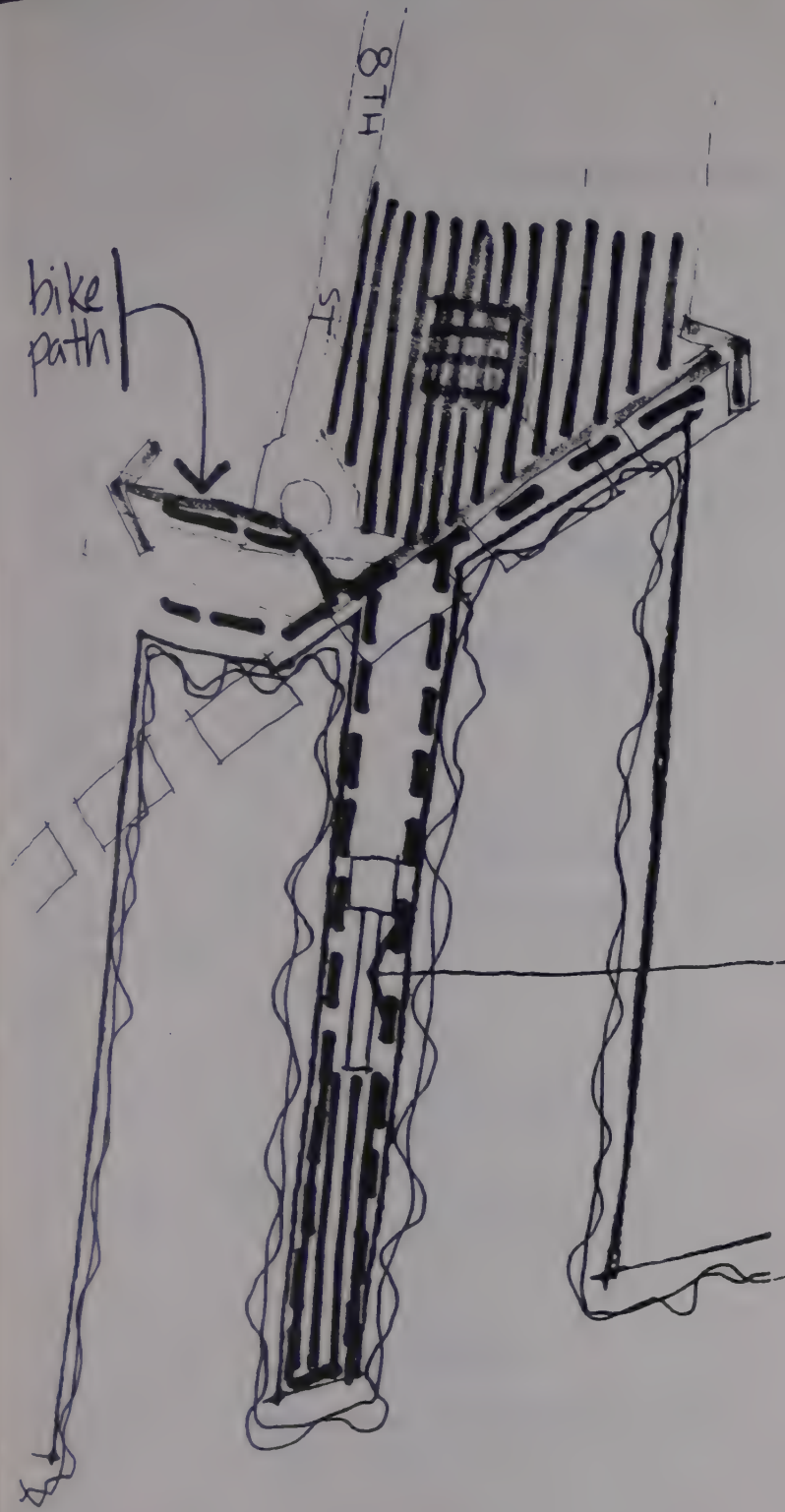
- o Private Uses: N/A
- o Public Access/
Amenities: N/A

COSTS:

- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$1,510,000 (wood)
- Public: - 0 -
- Private: \$1,510,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.





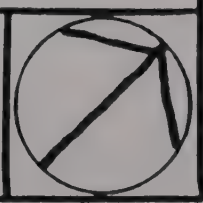
restaurant and
marine supply outlet

- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK



SITE: PIER 5 - Charlestown Navy Yard

OWNER(S): The Raymond Group

DEVELOPER(S): The Raymond Group

STATUS: In planning stage

EXISTING
CONDITIONS:

- o Uses: Vacant, paved pier.
- o Public Access/
Amenities: Unimproved.

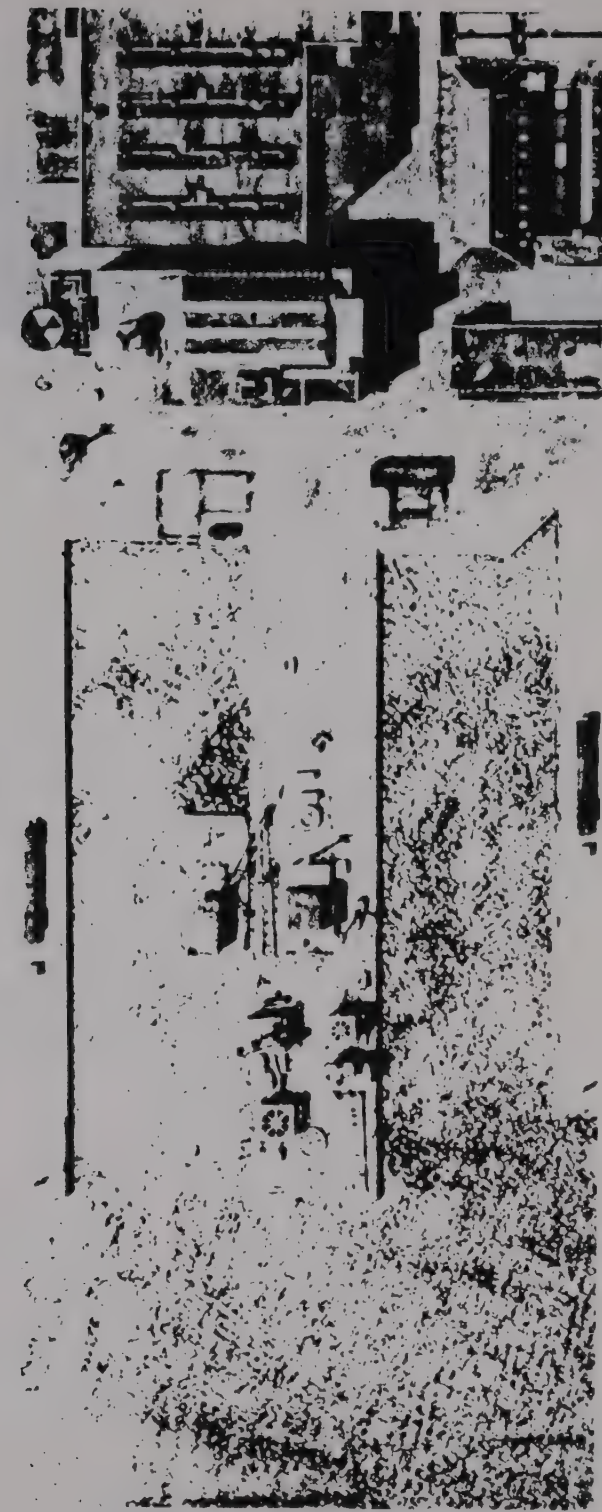
DEVELOPMENT
PROGRAM:

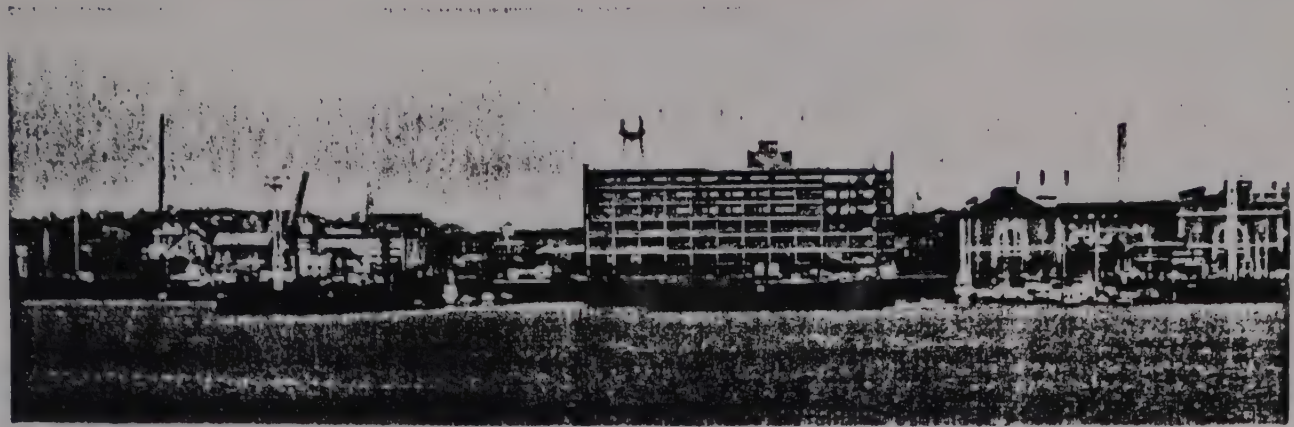
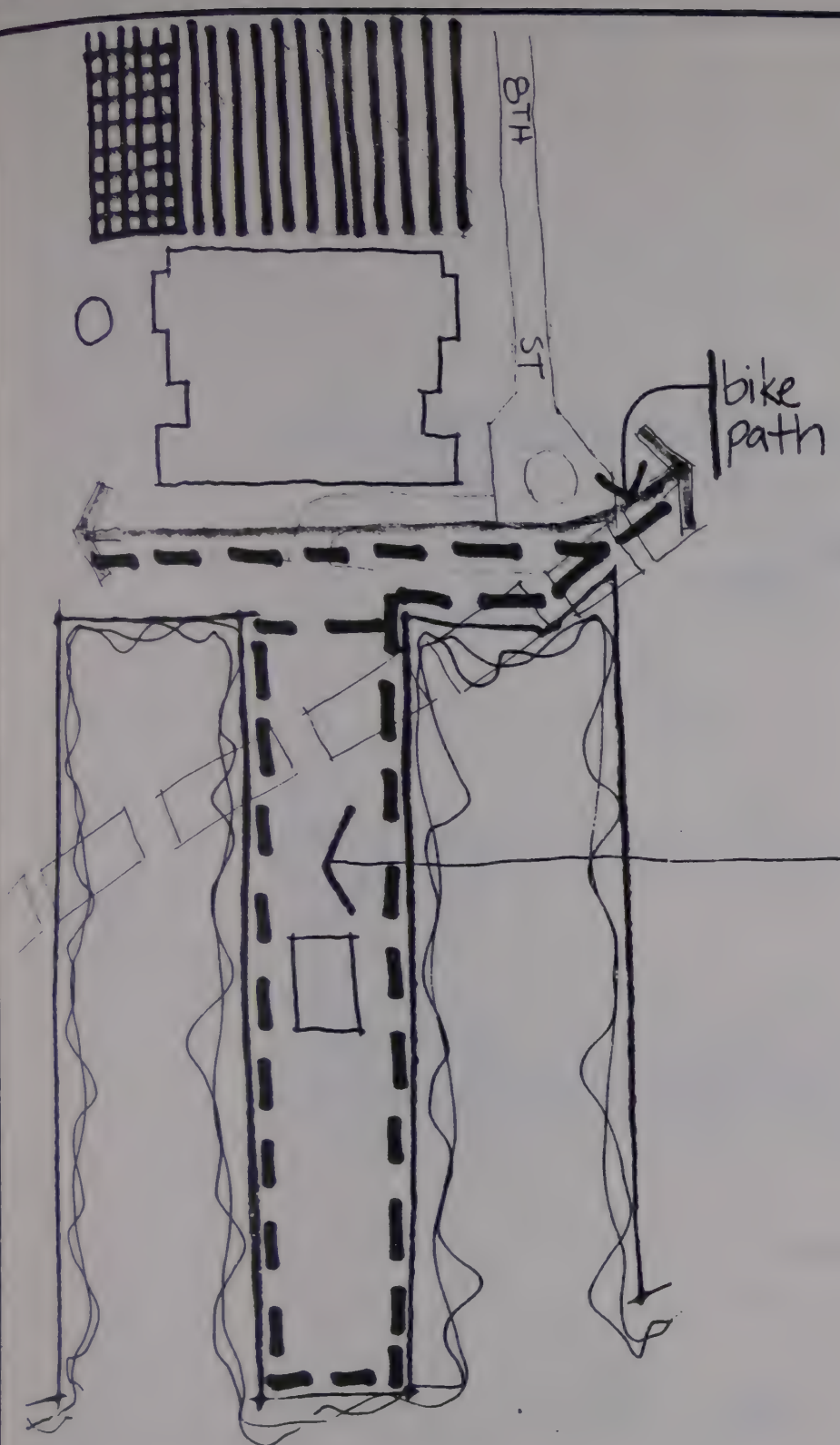
- o Private Uses: Approximately 110 units market rate housing,
118 parking spaces, 30,000 s.f. retail, restaurant.
- o Public Access/
Amenities: 1,610 linear feet of Harborwalk, public plaza at end of
pier.

COSTS:

- o Total Project
Costs: To be determined.
- o Total Harborwalk
Costs: \$1,610,000 (wood)
- Public: - 0 -
- Private: \$1,610,000

RECOMMENDATIONS: See Conceptual Plan.



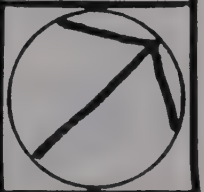


- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

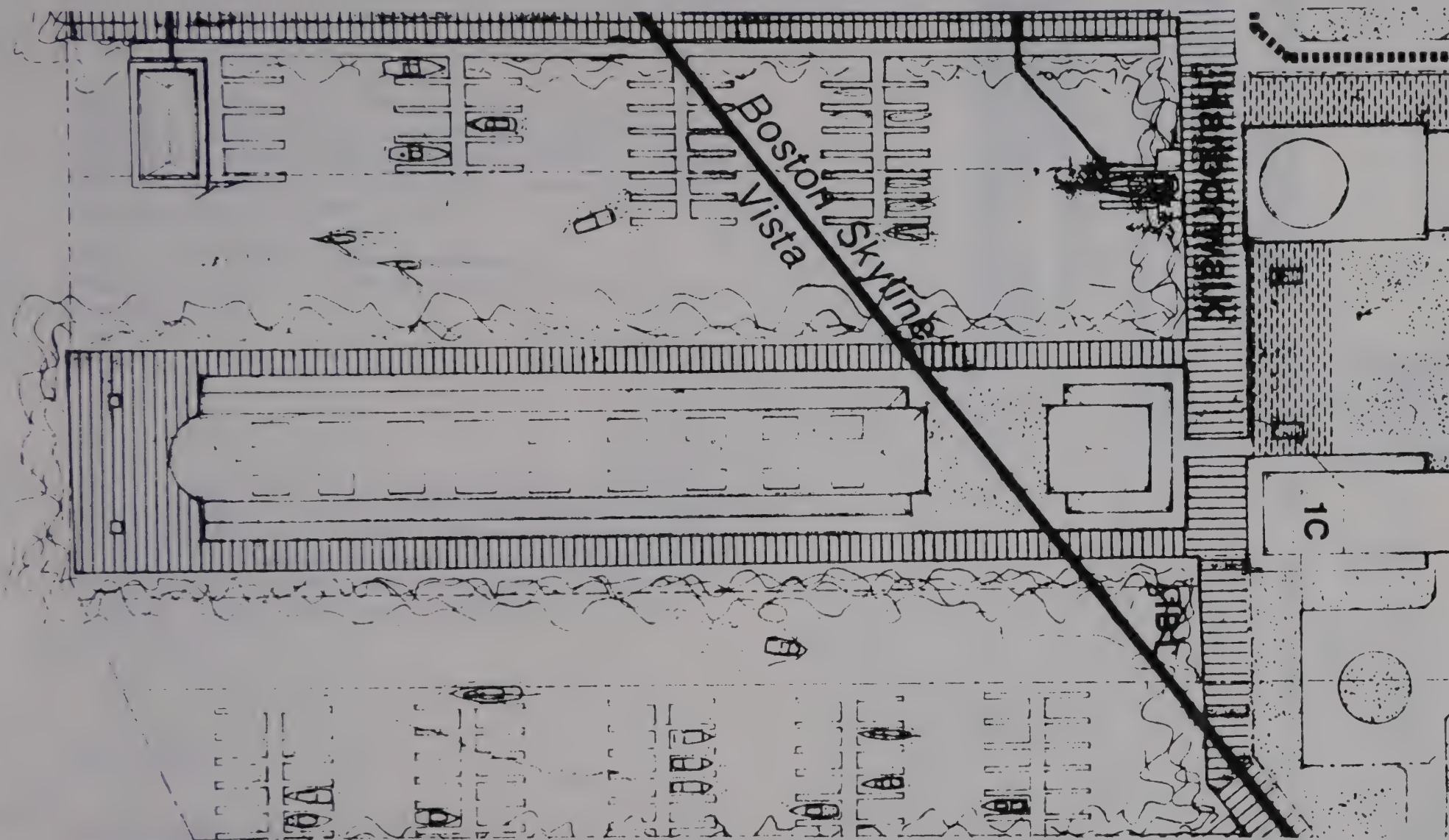
- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

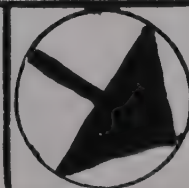
HARBORWALK



Pier 5
110 Units



*Project is in planning stage;
site plan may be revised.



SITE: Piers 3 and 4 - Charlestown Navy Yard

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): Boston Redevelopment Authority

STATUS: Phases I & II completed; Phases III & IV in planning

EXISTING
CONDITIONS:

o Uses: Pier 4: Harbor Police offices; Boys & Girls Club concession stand; office and storage trailers for Courageous Sailing Center, docking space for boats. Pier 3/Dry Dock 2: Unimproved, fenced, asphalt surface around the dry dock.

o Public Access/
Amenities: Pier 4: perimeter, cement walkway. Pier 3/Dry Dock 2: Unimproved walkway around drydock.

DEVELOPMENT
PROGRAM:

o Private Uses: None

o Public Access/
Amenities: Pier 4: Continued minor upgrading of recreational public spaces. Pier 3: To be cleaned up and possibly extended 560 feet as public recreation space; Dry Dock 2 to be landscaped and constructed as Shipyard Park Phase III with wooden and granite walkways. Total of 5,280 linear feet of Harborwalk. See Conceptual Plan.

COSTS:

o Total Project
Costs: \$12 million

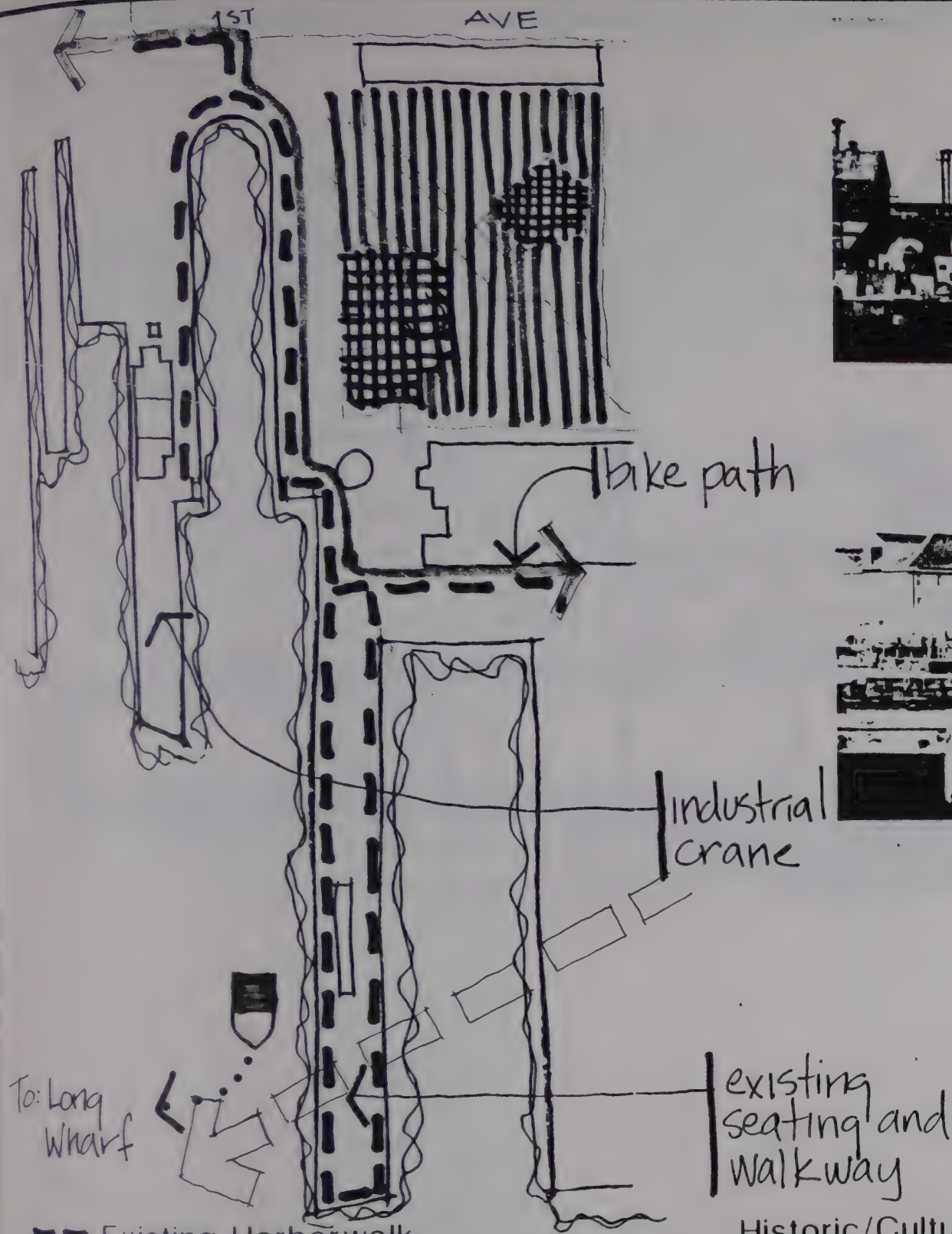
o Total Harborwalk
Costs: \$5,280,000 (wood)

Public: \$5,280,000

Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan.





Existing Harborwalk

Urban Plaza

Urban Park

View Corridors



Recreational Area

Water Related Recreation



Land Transportation

Subway Stop



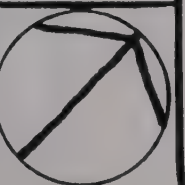
Bus Stop

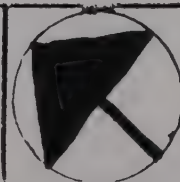
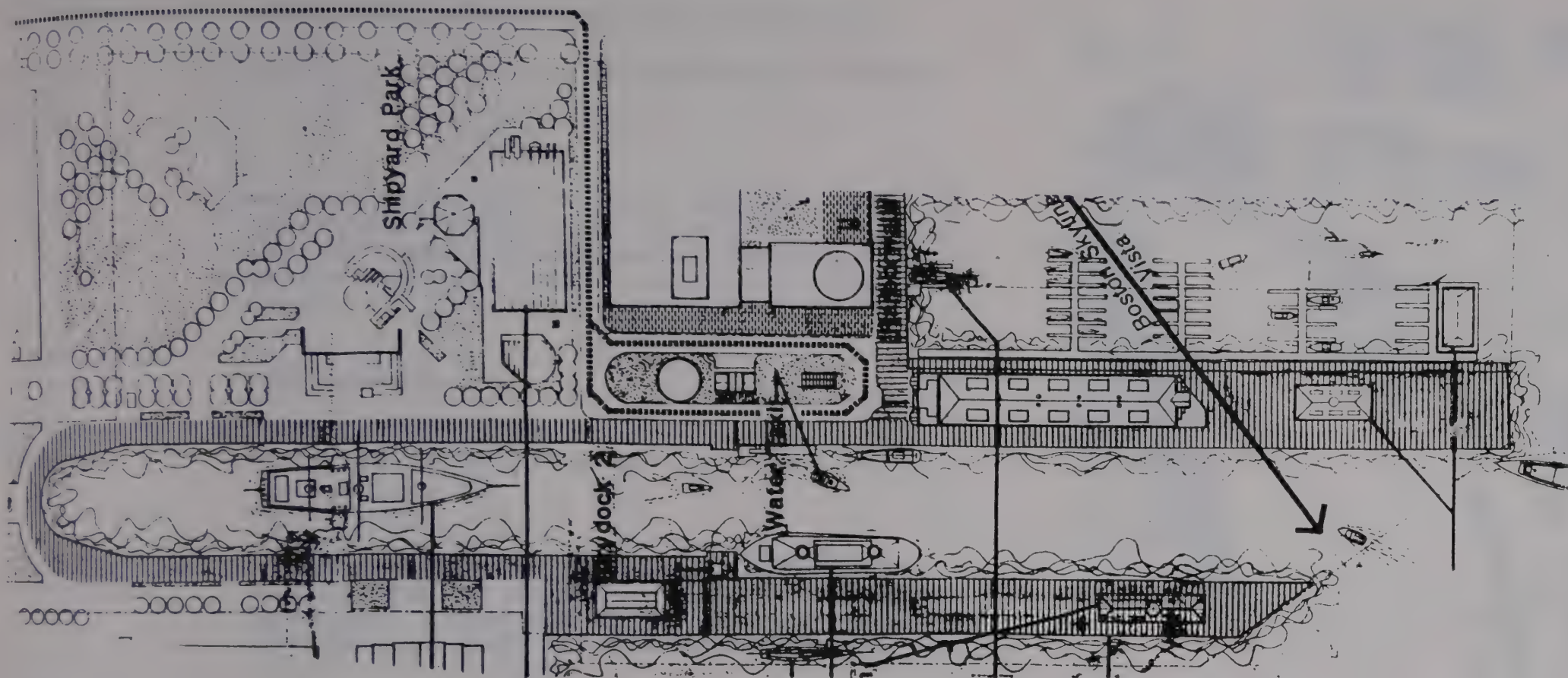


Water Transportation



HARBORWALK





SITE: PIER 1 and 2 - Charlestown Navy Yard

OWNER(S): Federal Government - National Park Service

DEVELOPER(S): National Park Service - Department of the Interior

STATUS: Existing use; Master Plan for improvements completed.

EXISTING CONDITIONS:

- o Uses: National Historic Park including: docking area for the U.S.S. Constitution, U.S.S. Cassin Young, Nantucket Lightship, Spirit of Massachusetts; Constitution Museum; Visitors Information Center; National Park Service offices.
- o Public Access/ Amenities: Same as above uses.

DEVELOPMENT PROGRAM:

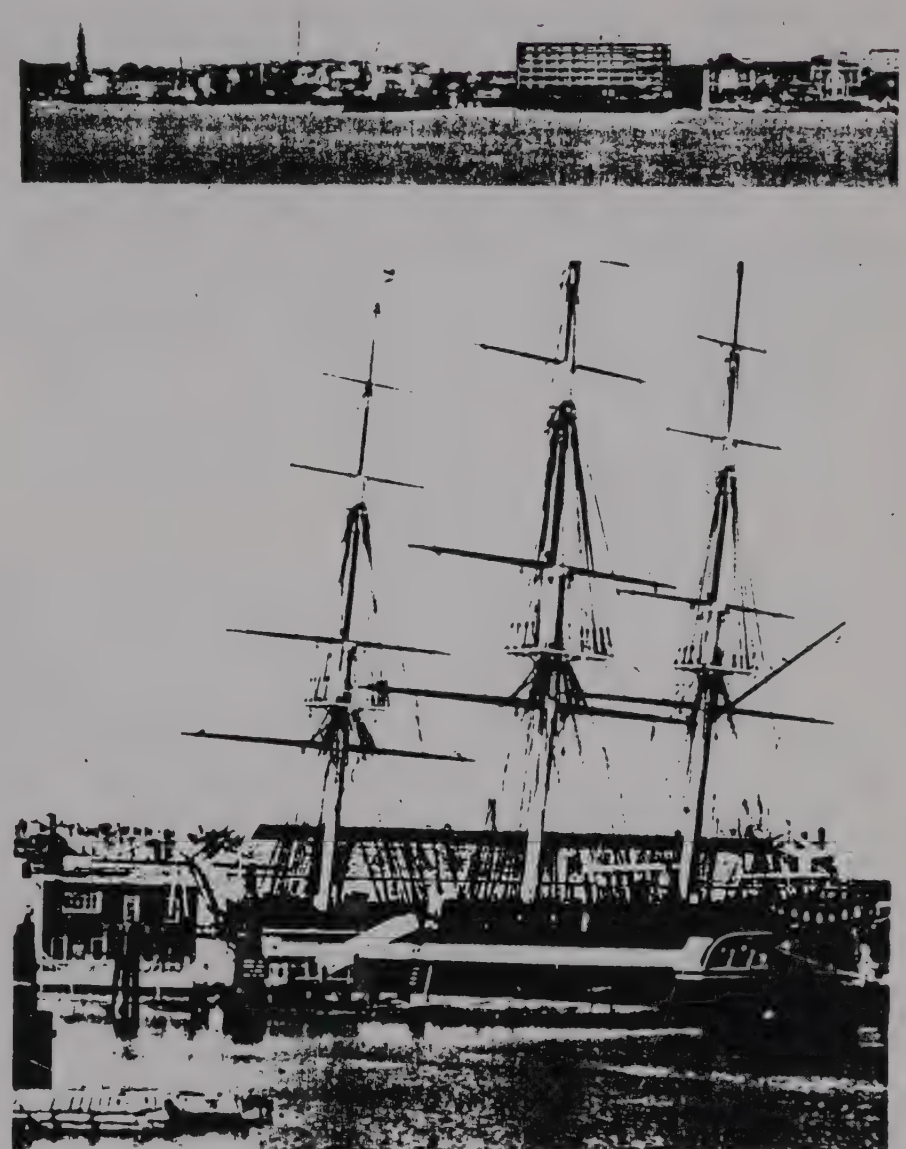
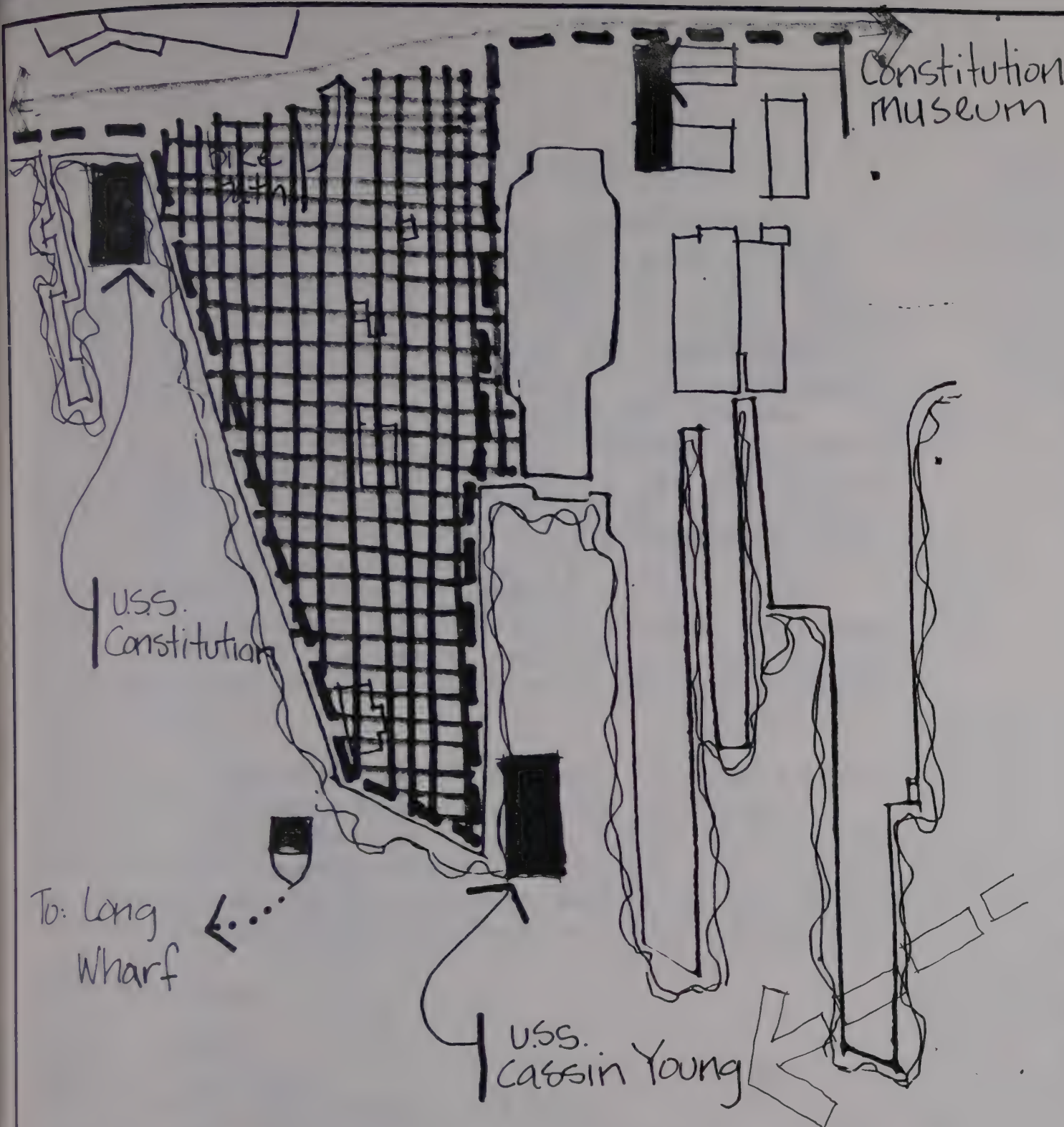
- o Private Uses: None
- o Public Access/ Amenities: National Historic Park including uses listed under existing conditions and the following: food service facility with outdoor seating, marine railway, expanded Constitution Museum, and a public maritime program.

COSTS:

- o Total Project Costs: To be determined.
- o Total Harborwalk Costs: \$4,560,000 (wood)
 - Public: \$4,560,000
 - Private: - 0 -

RECOMMENDATIONS: 4,560 linear feet of Harborwalk. See Conceptual Plan.





- | | | |
|--|--|--|
| <ul style="list-style-type: none"> Existing Harborwalk Urban Plaza Urban Park View Corridors | <ul style="list-style-type: none"> Historic/Cultural Attractions Recreational Area Water Related Recreation | <p>Land Transportation</p> <ul style="list-style-type: none"> Subway Stop Bus Stop Water Transportation |
|--|--|--|

HARBORWALK

PIERS 1 and 2

Fig. No.
3-19



Charlestown District (See Figures 3.20 to 3.23)

This district containing Hoosac Pier, Rapids Furniture Warehouse, and Paul Revere Landing is a mixture of re-developed uses as well as old industrial uses. The new Constitution Plaza with restaurant, office uses and a marina is a stark contrast to the dilapidated and vacant Rapids Warehouse/pier structure adjacent to it. These two segments are physically separated from the Paul Revere Landing by the Charlestown Bridge. Although the underpass beneath the bridge is presently a dingy and unattractive passageway, it holds great potential as an attractive, active, public-oriented connector to Paul Revere Landing. The Landing, currently isolated and to a great extent unused, presents an excellent opportunity for a major public open space which provides for a quiet resting place in sharp contrast to the heavy traffic on the Charlestown Bridge above and the adjacent, soon to be redeveloped City Square area.

Harborwalk in this district will complete the water's edge walkway which already exists around the perimeter of Hoosac Pier and connects to the Navy Yard's historic park. Connections will be made to the City Square area, and the two connectors to the North Station and North End districts - the MDC Locks and the Charlestown Bridge respectively.

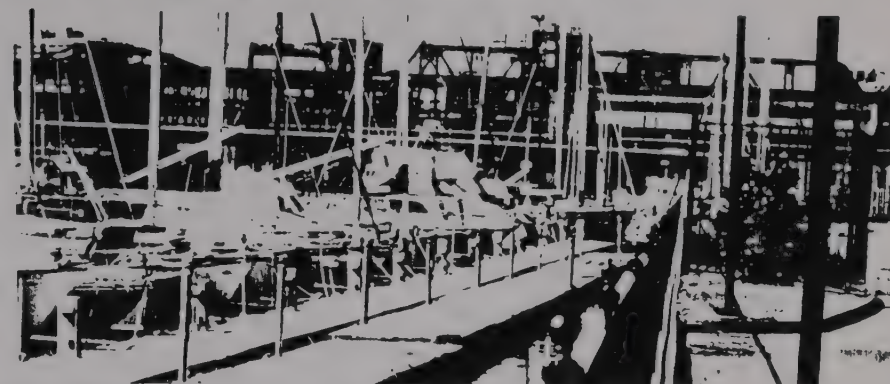
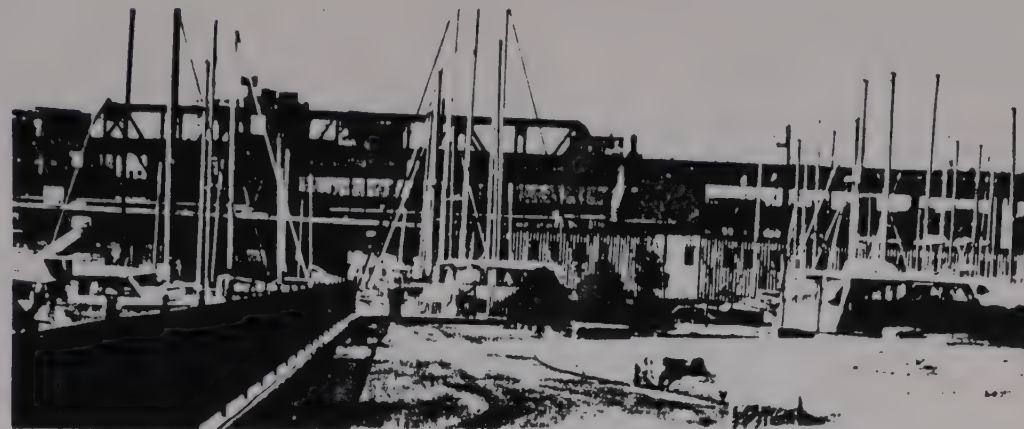
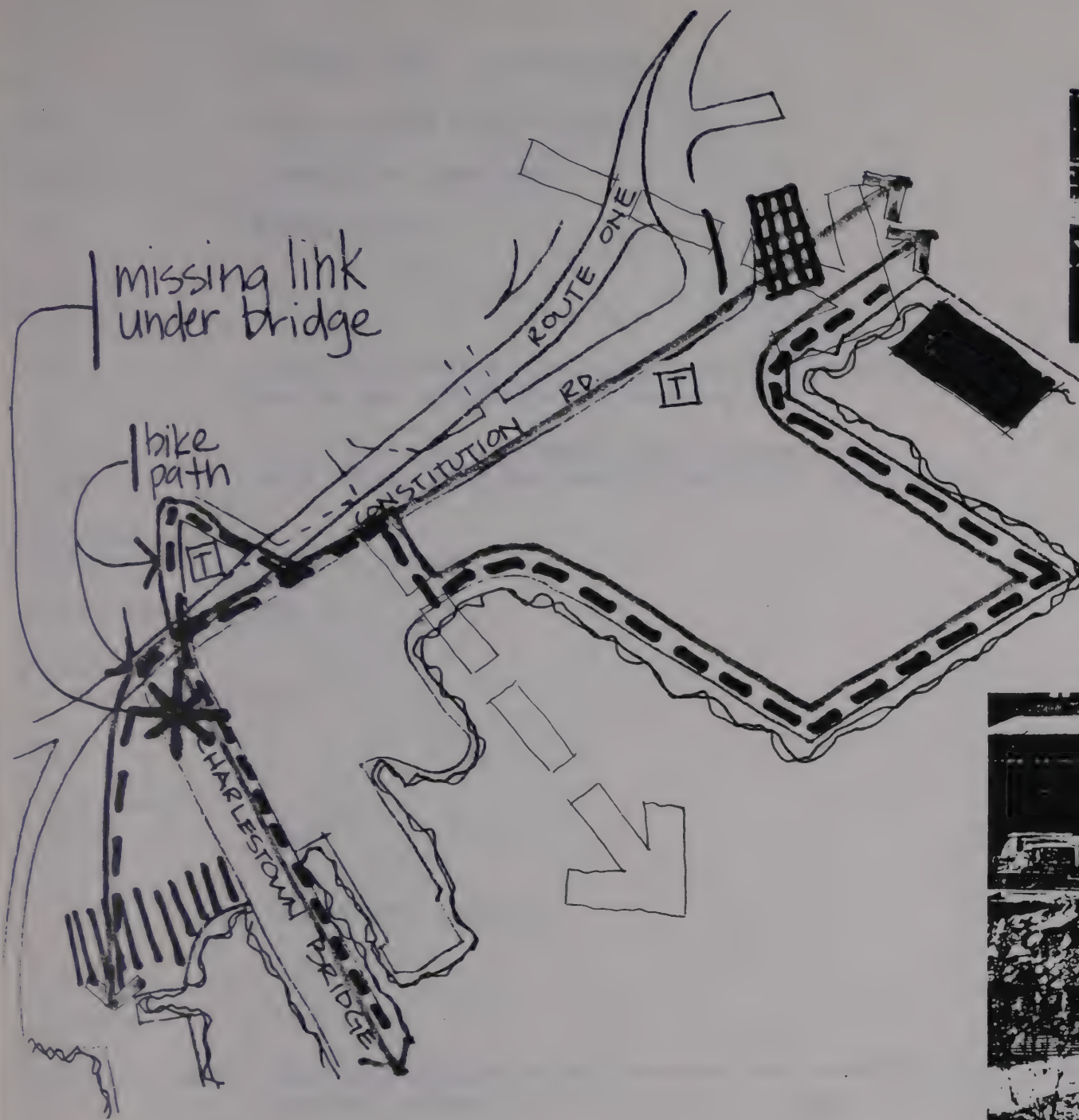
Harborwalk Status

Total = .68 miles

Completed = .46 miles

Planned/Under Construction = .14 miles

To Be Planned = .08 miles



- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
 - Bus Stop
 - Water Transportation

HARBORWALK



SITE: HOOSAC PIER - Charlestown

OWNER(S): Massachusetts Port Authority

DEVELOPER(S): Hoosac Pier Associates

STATUS: Existing Use

EXISTING
CONDITIONS:

o Uses: Constitution Plaza - offices, Barrett's Restaurant,
marina and marina service building.

o Public Access/
Amenities: 2,430 linear feet of Harborwalk (8' asphalt)
with landscaping overlooking the U.S.S. Constitution.

DEVELOPMENT
PROGRAM:

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

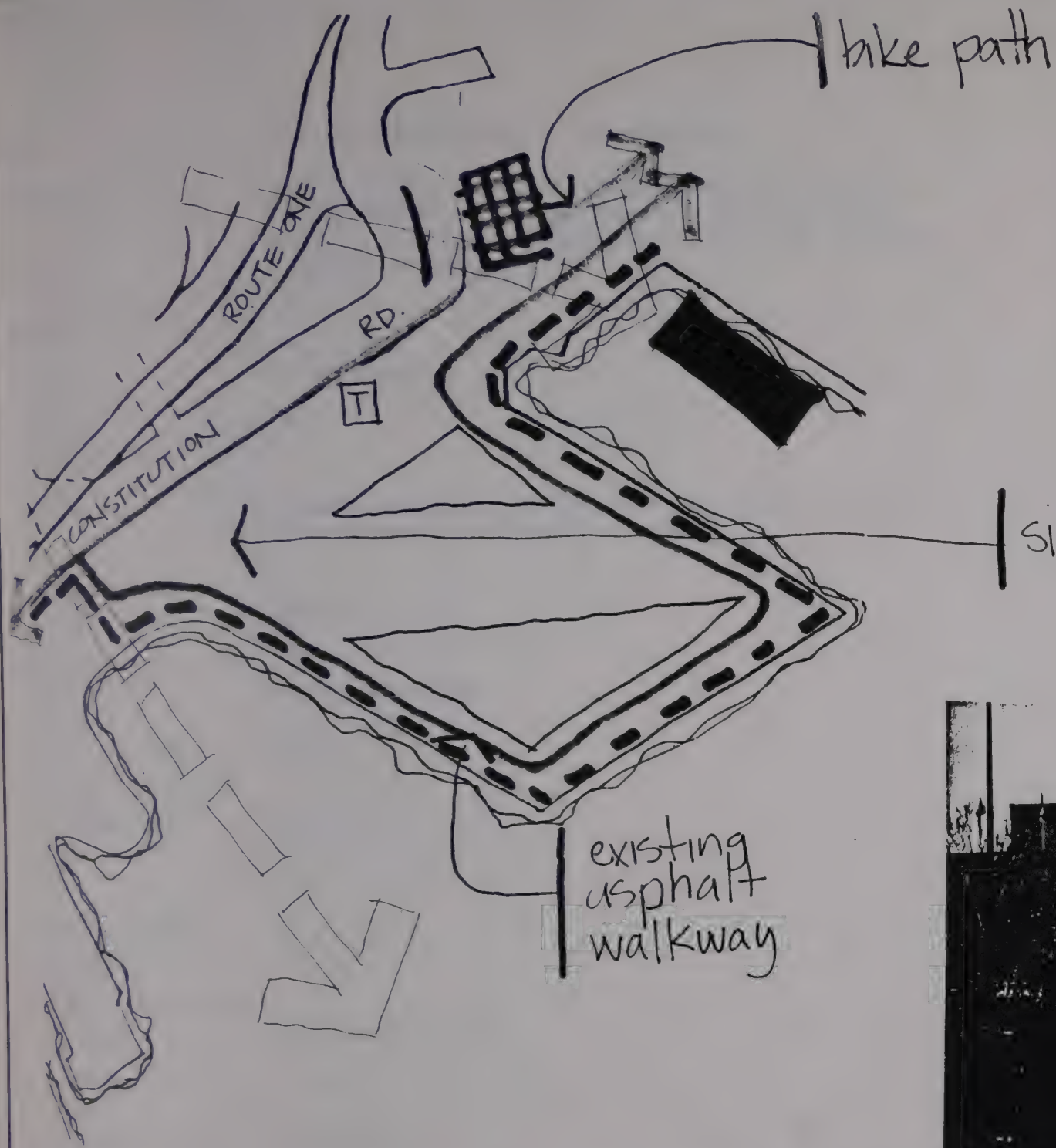
o Total Project
Costs: N/A

o Total Harborwalk
Costs: \$2,916,000 (asphalt)

Public: - 0 -

Private: \$2,916,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.



Existing Harborwalk

Urban Plaza

Urban Park

View Corridors



Historic/Cultural Attractions

Recreational Area

Water Related Recreation



Subway Stop



Bus Stop



Water Transportation

HARBORWALK

68

HOOSAC PIER

Fig. No.
3-21



SITE: RAPIDS WAREHOUSE - Charlestown

OWNER(S): Rapids Realty Company (Rapids Warehouse Pier)
Commonwealth of Massachusetts - Massachusetts
District Commission (Water Space between Pier and
Charlestown Bridge)

DEVELOPER(S):

STATUS: Existing Use

EXISTING
CONDITIONS:

o Uses: Rapids Furniture Warehouse with outdoor storage;
vacant and available for leasing.

o Public Access/
Amenities: None

DEVELOPMENT
PROGRAM:

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

o Total Project
Costs: N/A

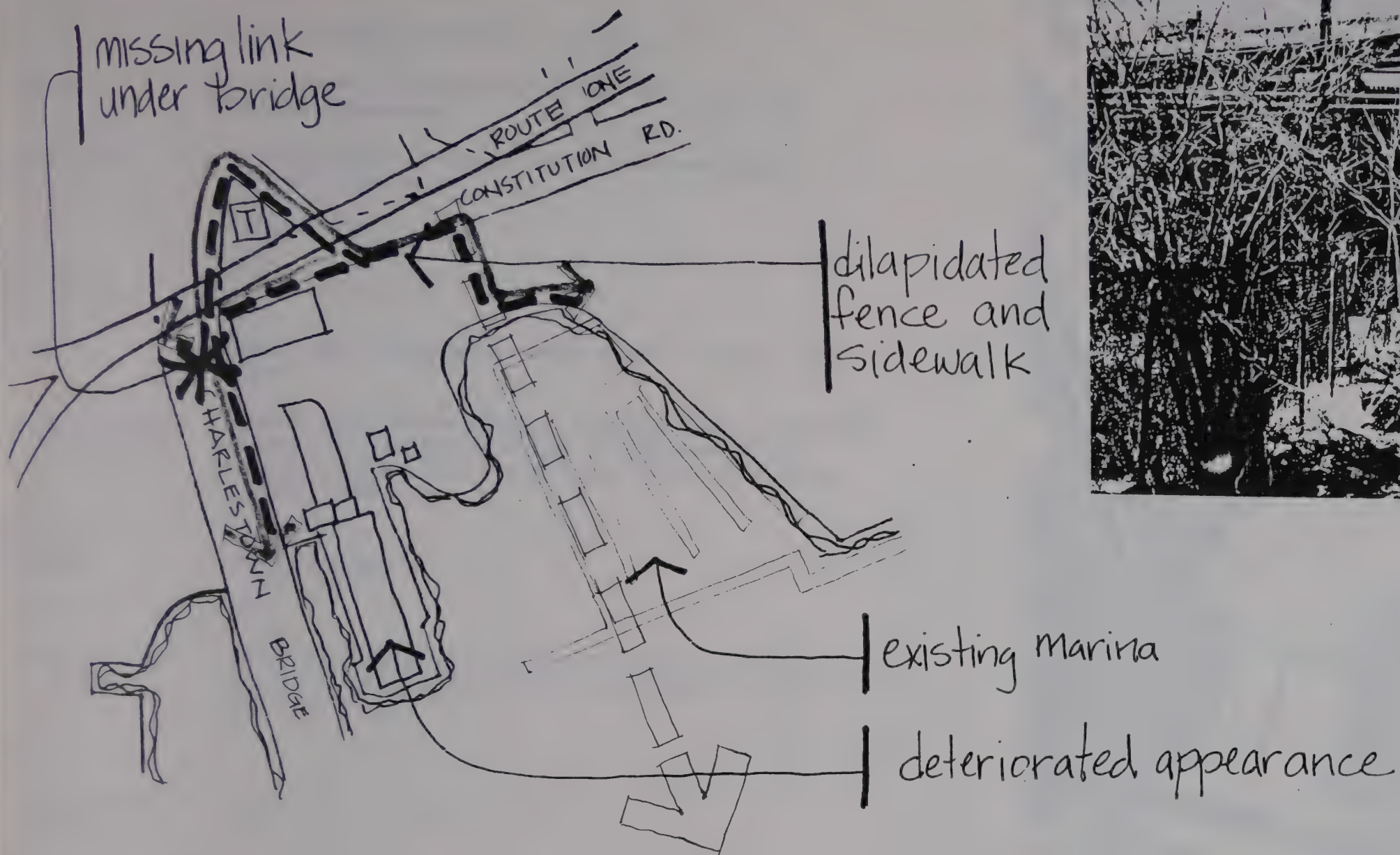
o Total Harborwalk
Costs: \$760,000 (wood)

Public: - 0 -

Private: \$760,000

RECOMMENDATIONS: 760 linear feet of Harborwalk. See Conceptual Plan.





- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK

RAPIDS FURNITURE

Fig. No.
3:22



SITE: PAUL REVERE LANDING - Charlestown

OWNER(S): Commonwealth of Massachusetts - Massachusetts District Commission

DEVELOPER(S): Commonwealth of Massachusetts - Massachusetts District Commission

STATUS: Existing Use

EXISTING CONDITIONS:

- o Uses: Public open space with grass, trees, seating, walking paths.
- o Public Access/ Amenities: Totally open to the public. Park contains a concrete sidewalk stretching from the Charlestown Bridge, through the park to the pumping house (not along water's edge).

DEVELOPMENT PROGRAM:

None at present.

- o Private Uses: N/A
- o Public Access/ Amenities: N/A Public access will be substantially restricted by the Central Artery North Area project for the next ten years.

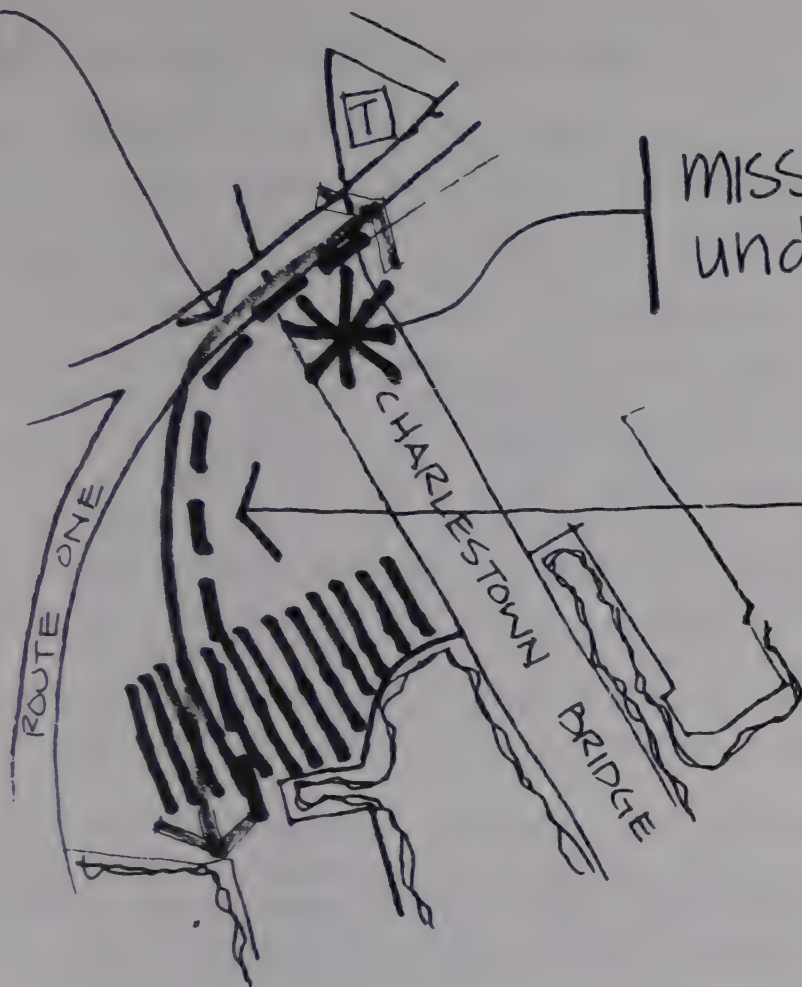
COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$516,000 (concrete)
- Public: \$516,000
- Private: - 0 -

RECOMMENDATIONS: 430 linear feet of Harborwalk. See Conceptual Plan.



bike
path



MISSING link
under bridge

heavy truck area

CHARLESTOWN
BRIDGE

ROUTE ONE



- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

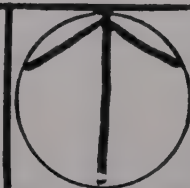
- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK

72

PAUL REVERE LANDING

Fig. No.
3'23



North Station District (See Figure 3.24)

The "North Station" district, located between the MDC Locks and the Charlestown Bridge on the southern bank of the Charles River includes an important missing link in the water's edge walkway which currently exists. An old warehouse and a surface parking lot completely block access to the water's edge at the rear of the Hoffman Building - an old industrial structure (rehabed for office use) located at this corner. Presently, an interesting and pleasant walk over the MDC Locks leads to a small open space with benches and then a parking lot/right-of-way which links to Causeway Street characterized by heavy, vehicular traffic. Pedestrians then have to walk down Causeway Street and cross the busy intersection over the Charlestown Bridge in order to arrive at the water's edge walkway which continues behind the MDC tennis courts in the North End.

The proposal for Harborwalk in this district provides for a water's edge walkway along the Charles River, with an exciting bridge underpass which leads pedestrians to the North End district's Harborwalk without having to interface with the heavy vehicular traffic on Causeway Street and the Charlestown Bridge. The potential for a bridge underpass lends a unique character to this district's Harborwalk which will provide interesting views of the MDC Locks in operation as well as the junction of Charles River and the Inner Harbor.

Harborwalk Status

Total = .22 miles

Completed = 0

Planned/Under Construction = 0

To Be Planned = .22 miles

SITE: HOFFMAN BUILDING - North Station

OWNER(S): Chardon Realty

DEVELOPER(S): Chardon Realty

STATUS: Existing use

EXISTING
CONDITIONS:

- o Uses: Commercial warehouse (rehabbed offices); 100-car surface parking lot; crumbling Atlantic Lobster warehouse.
- o Public Access/
Amenities: No public access to water's edge along the Charles River, between the MDC locks and the Charlestown Bridge.

DEVELOPMENT
PROGRAM:

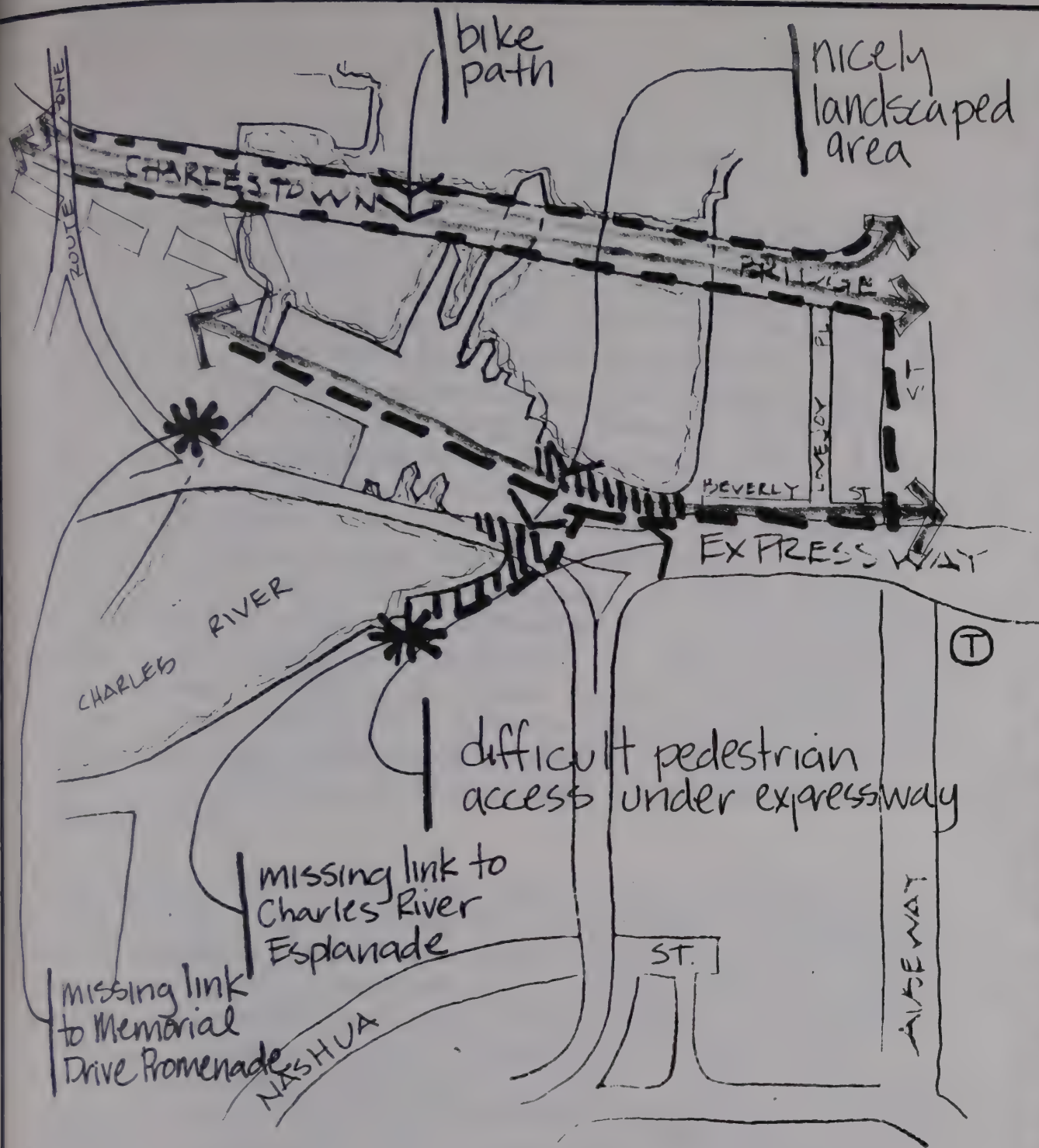
- o Private Uses: N/A
- o Public Access/
Amenities: N/A Public access will be substantially restricted by the Central Artery North Area project's staging activities on this site for the next ten years.

COSTS:

- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$1,368,000 (concrete)
- Public: - 0 -
- Private: \$1,368,000

RECOMMENDATIONS: 1,140 linear feet of Harborwalk. See Conceptual Plan.





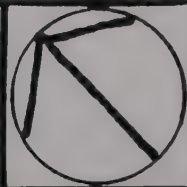
- Existing Harborwalk
- Urban Plaza
- |||| Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Ⓣ Subway Stop
- Ⓣ Bus Stop
- ◻ Water Transportation



HARBORWALK



North End District (See Figures 3.25 to 3.37)

The North End district of Harborwalk takes in the waterfront areas of the North End, a historic, predominantly Italian neighborhood characterized by a dense, low to mid-rise building structure. The North End waterfront, physically separated from the inner neighborhood with the heavily used Atlantic Avenue/Commercial Street right-of-way, is of a mixed-use character containing residential, office, retail, recreational, and institutional uses. The previously industrial flavor of the area is still visible as a result of the skillful conversion of finger pier/wharf warehouse structures to mixed uses. Public access to the water's edge is currently non-existent on some segments either because of restrictions created by private uses or because of the hazardous conditions on some of the dilapidated pier ends. The U.S. Coast Guard Base constitutes one half of the inaccessible water's edge in the North End. Of the remaining inaccessible segments, some are in planning and will incorporate Harborwalk as a major public access amenity.

The proposed Harborwalk for the North End district will extend the existing walkway by developing the currently missing segments. The two large recreational/public open space areas on the northern and southern ends of this district - the North End Playground and the Waterfront Park/Rose Kennedy Garden respectively, will provide active, public entry points to the North End's Harborwalk. Connections to an improved perimeter connector - "Atlantic Boulevard" (currently Atlantic Avenue/Commercial Street) - will strengthen linkages to the inner neighborhood eliminating its physical separation from the waterfront.

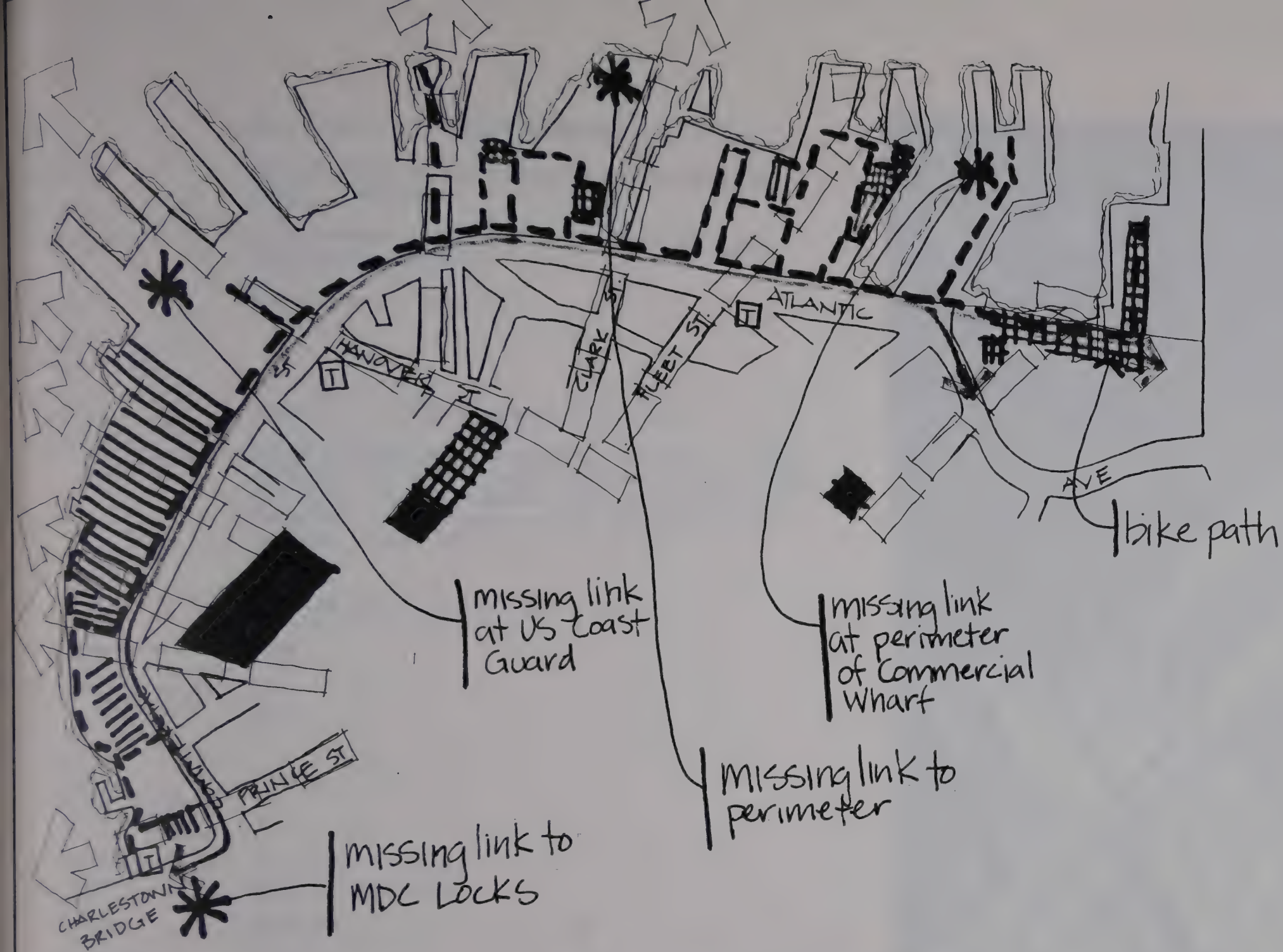
Harborwalk Status

Total = 3.27 miles

Completed = .47 miles

Planned/Under Construction = .95 miles

To Be Planned = 1.85 miles

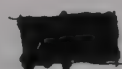


Existing Harborwalk

Urban Plaza

Urban Park

View Corridors



Historic/Cultural Attractions



Recreational Area

Water Related Recreation



Land Transportation

Subway Stop



Bus Stop



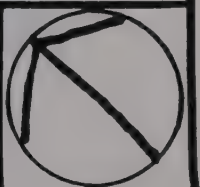
Water Transportation

HARBORWALK

77

NORTH END

Fig. No.
3.25



SITE: MDC RINK AND TENNIS COURTS - North End

OWNER(S): Commonwealth of Massachusetts - Massachusetts District Commission

DEVELOPER(S): Commonwealth of Massachusetts - Massachusetts District Commission

STATUS: Development is complete

EXISTING CONDITIONS:

- o Uses: Skating rink, tennis courts, open space
- o Public Access/ Amenities: All of the facilities are open to the public. Public access to the water's edge exists on 600 linear feet (8' wide) concrete walkway, 16' wide fishing pier. (Walkway includes water's edge area behind the privately owned 585 Commercial Street).

DEVELOPMENT PROGRAM:

- o Private Uses: N/A
- o Public Access/ Amenities: N/A

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$816,000 (concrete)
- Public: \$816,000
- Private: - 0 -

RECOMMENDATIONS: An additional 80 linear feet of Harborwalk. See Conceptual Plan.



SITE: 585 COMMERCIAL STREET - North End

OWNER(S): Prince Charles Trust

DEVELOPER(S): Prince Charles Trust

STATUS: Proposal to expand the existing building is in the IPOD review process.

EXISTING CONDITIONS:

- o Uses: Offices, surface parking lot for commercial tenants.
- o Public Access/Amenities: Total public access along the water's edge on an 8' wide cement walkway (owned by MDC) linking the North End Playground's walkway. No direct links to other public access points or amenities.

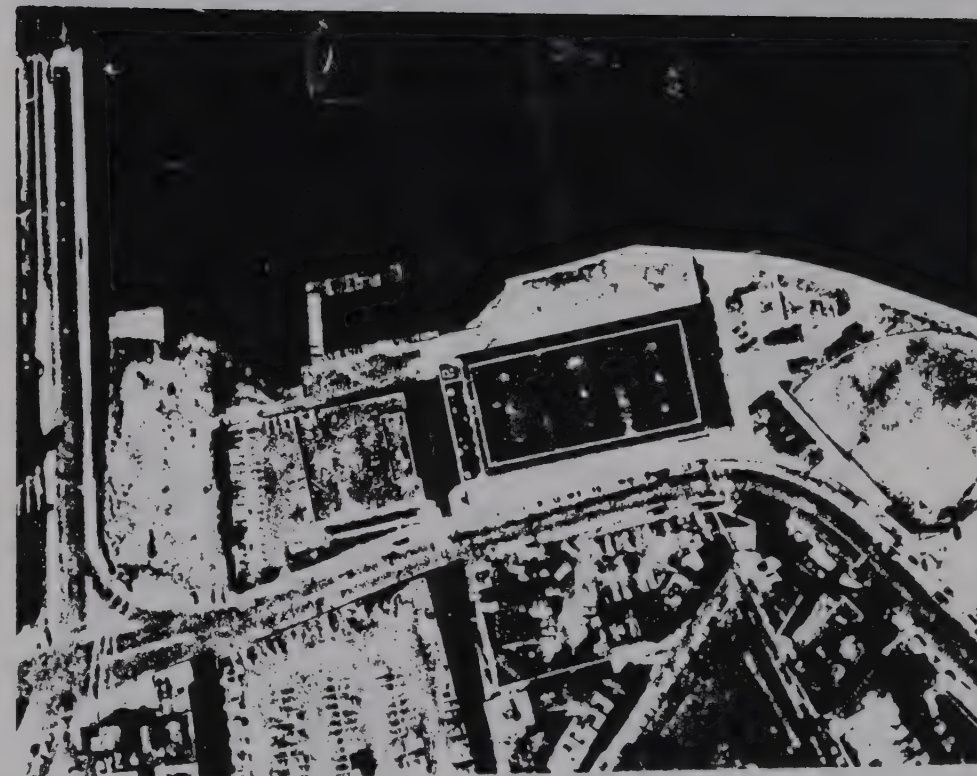
DEVELOPMENT PROGRAM:

- o Private Uses: Expansion of existing office use; parking lot - one level below grade, one level at grade.
- o Public Access/Amenities: None

COSTS:

- o Total Project Costs: To be determined.
- o Total Harborwalk Costs: N/A - See preceding MDC Profile.
- Public: N/A - See preceding MDC Profile.
- Private: N/A - See preceding MDC Profile.

RECOMMENDATIONS:



SITE: NORTH END PLAYGROUND/LANGONE PARK - North End

OWNER(S): City of Boston

DEVELOPER(S): City of Boston - Parks and Recreation Department

STATUS: Existing use, will undergo renovations October '87 to July '88.

EXISTING
CONDITIONS:

- o Uses: Public park with swimming pools, showers, basketball courts, baseball field, dilapidated tot lot.
- o Public Access/
Amenities: Complete public access along the water's edge. 780 linear feet (concrete) 8' Harborwalk with benches stretches along most of the water's edge except for the area where the adult swimming pool is located.

DEVELOPMENT
PROGRAM:

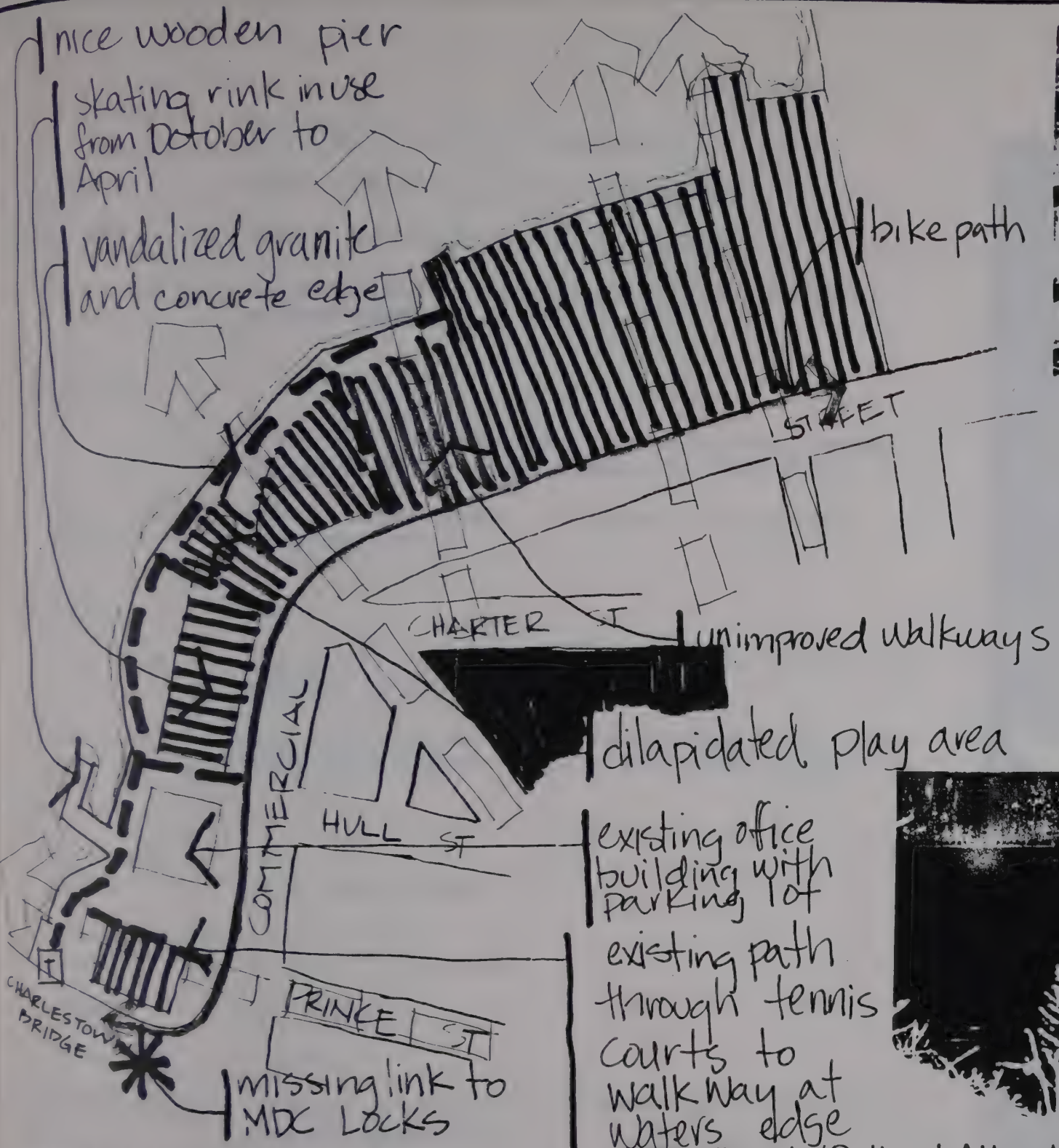
- o Private Uses: None
- o Public Access/
Amenities: The renovation program, to be undertaken by the Parks & Recreation Department, will include: renovation of the basketball courts, putting in new softball and baseball fields, benches, walkways (concrete), fencing, and service gate and landscaping improvements including new trees.

COSTS:

- o Total Project
Costs: \$295,000
- o Total Harborwalk
Costs: \$2,112,000 (concrete)
- Public: \$2,112,000
- Private: - 0 -

RECOMMENDATIONS: An additional 980 linear feet of Harborwalk. See Conceptual Plan.





Land Transportation



Subway Stop



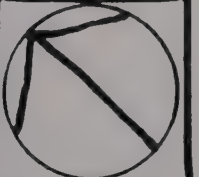
Bus Stop



Water Transportation

HARBORWALK

NORTH END PLAYGROUND



SITE: U.S. COAST GUARD - North End

OWNER(S): Federal Government - U.S. Coast Guard

DEVELOPER(S): Federal Government - U.S. Coast Guard

STATUS: Phase III (of five-phase) expansion and renovation program underway

EXISTING CONDITIONS:

- o Uses: Coast Guard headquarters building, surface parking for Coast Guard, docking space for Coast Guard.
- o Public Access/ Amenities: Limited public access - at certain hours and by permission only.

DEVELOPMENT PROGRAM:

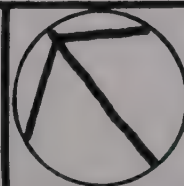
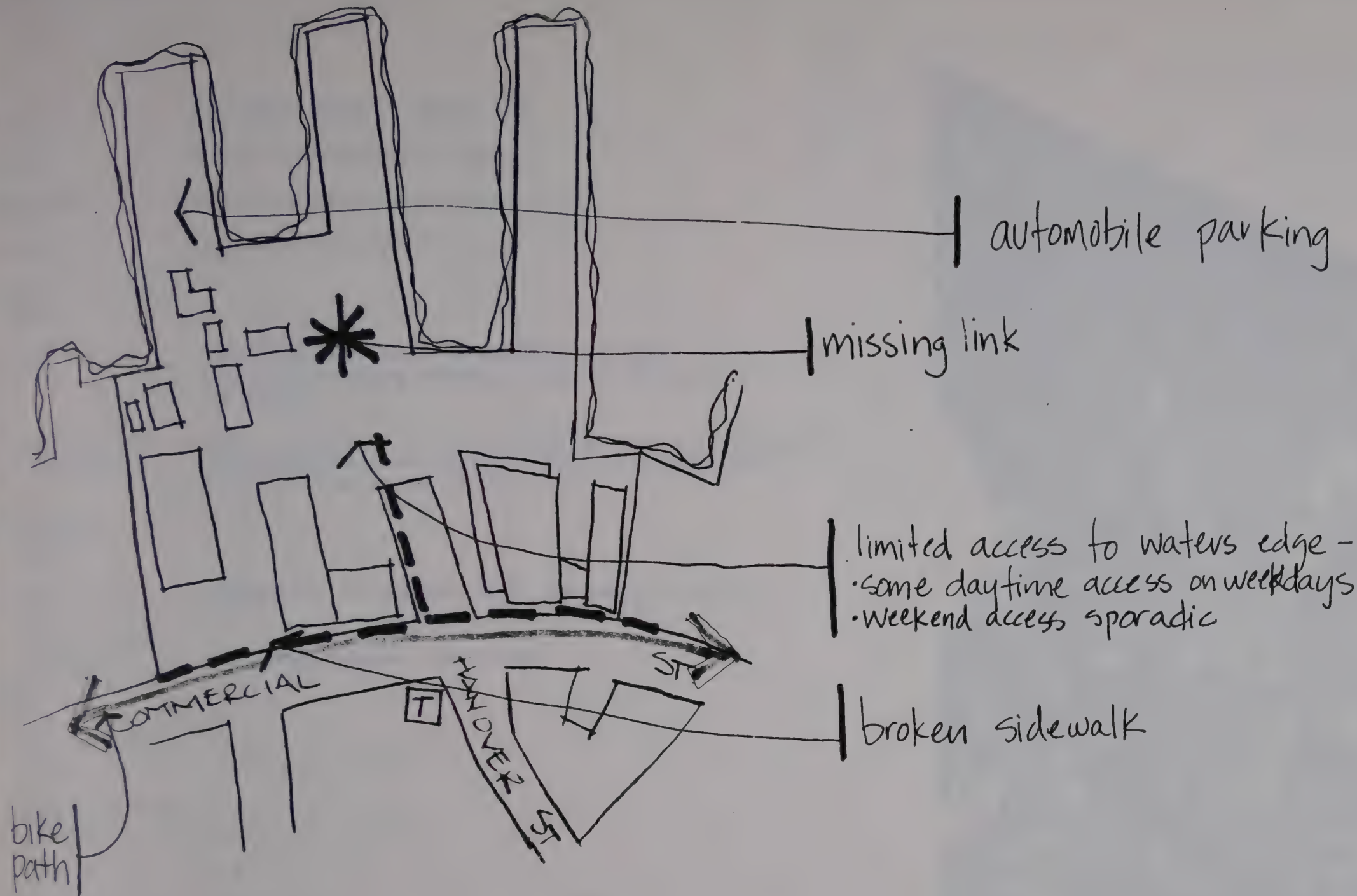
- o Private Uses: Boston headquarters of the U.S. Marine Safety Office; physical fitness facility.
- o Public Access/ Amenities: Public walkway connecting Atlantic Avenue to water's edge along northern edge of Base (part of Phase III).

COSTS:

- o Total Project Costs: \$6.5 million (Phase III)
- o Total Harborwalk Costs: \$6,156,000 (concrete)
 - Public: \$6,156,000
 - Private: - 0 -

RECOMMENDATIONS: Potential for total of 5,130 linear feet of Harborwalk. See Conceptual Plan





SITE: BATTERY WHARF - North End

OWNER(S): Gunwyn Development Company

DEVELOPER(S): Gunwyn Development Company

STATUS: In preliminary planning stage

EXISTING
CONDITIONS:

- o Uses: Commercial and retail (location of Bay State Lobster). Two-story building stretches along all three sides of the wharf.
- o Public Access/
Amenities: None. Access to the water's edge is completely blocked off by the two-story building which is situated along all three sides of the wharf.

DEVELOPMENT
PROGRAM:

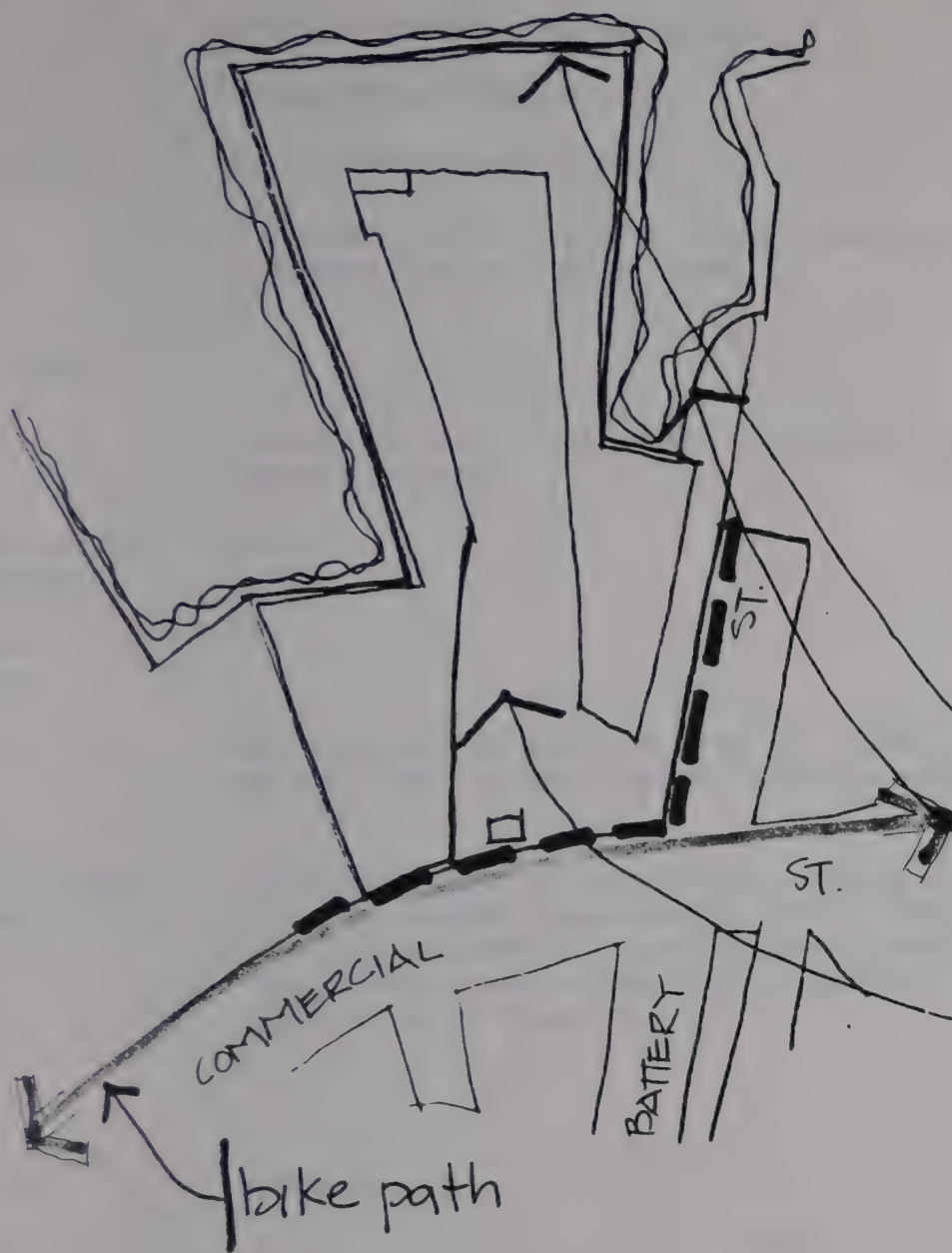
- o Private Uses: Residential, commercial, retail are being considered.
- o Public Access/
Amenities: Public open space, Harborwalk.

COSTS:

- o Total Project
Costs: To be determined.
- o Total Harborwalk
Costs: \$2,604,000 (granite)
- Public: - 0 -
- Private: \$2,604,000

RECOMMENDATIONS: 1,240 linear feet of Harborwalk. See Conceptual Plan.





building edge

pedestrian access to water's edge
limited to this area

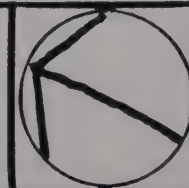
auto parking and truck service area

- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK



SITE: LINCOLN WHARF - North End

OWNER(S): Lincoln Wharf Associates

DEVELOPER(S): Lincoln Wharf Associates

STATUS: The project is in the final design stage with completion scheduled for the Fall of 1989.

EXISTING
CONDITIONS:

o Uses: Dilapidated piers, old/vacant coal shed, docking for City's fire boats.

o Public Access/
Amenities: None

DEVELOPMENT
PROGRAM:

o Private Uses: 68 residential condos, parking for project residents, marina, facilities for Boston Fire Department's marine unit.

o Public Access/
Amenities: 1,170 linear feet of Harborwalk varying in width from 8' to 50'; water's edge public garden featuring a fountain; reconstruction of Battery Street; linkage of public open space to the public atrium in the San Marco Housing Complex.

COSTS:

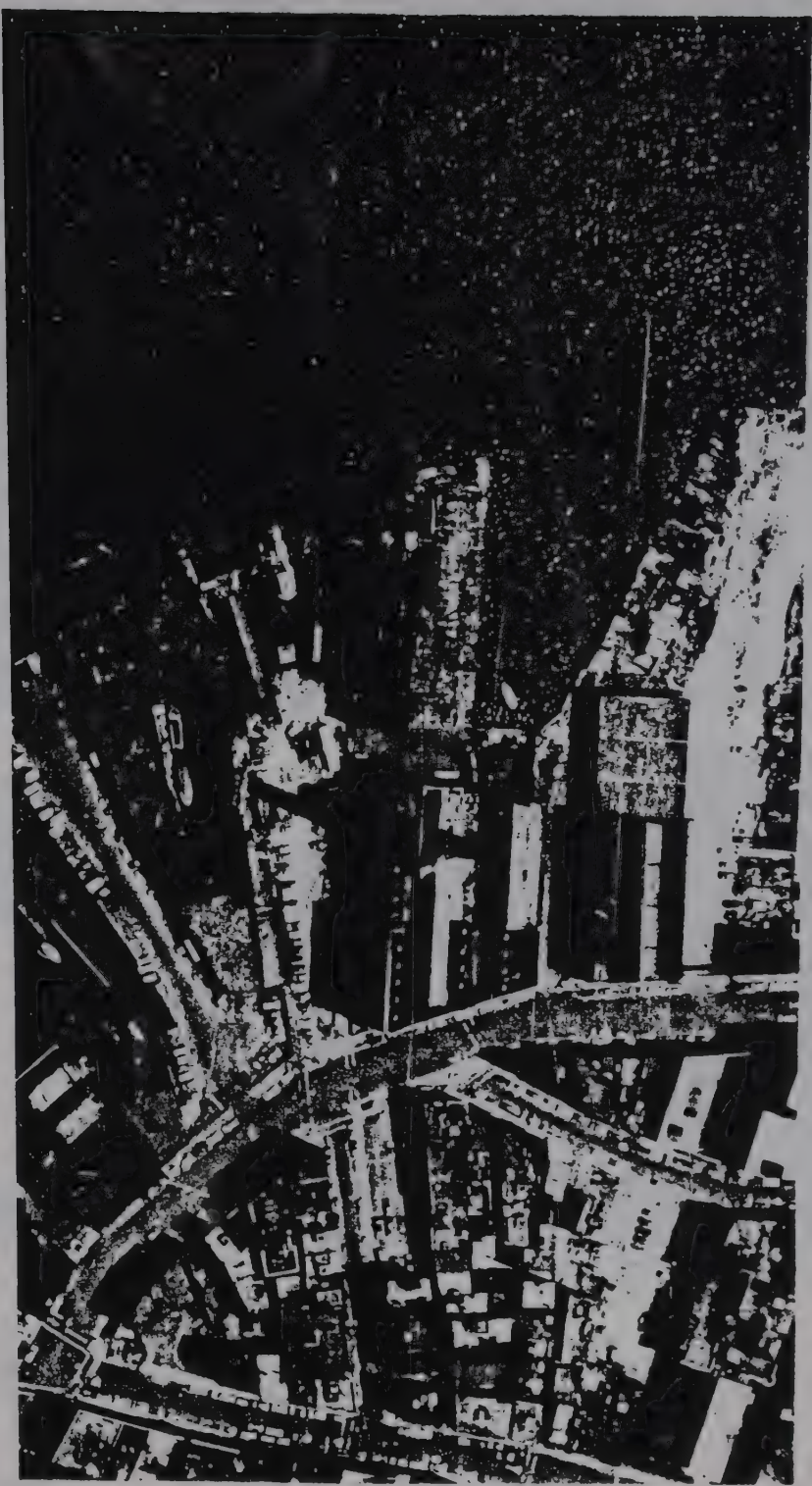
o Total Project
Costs: \$40 million

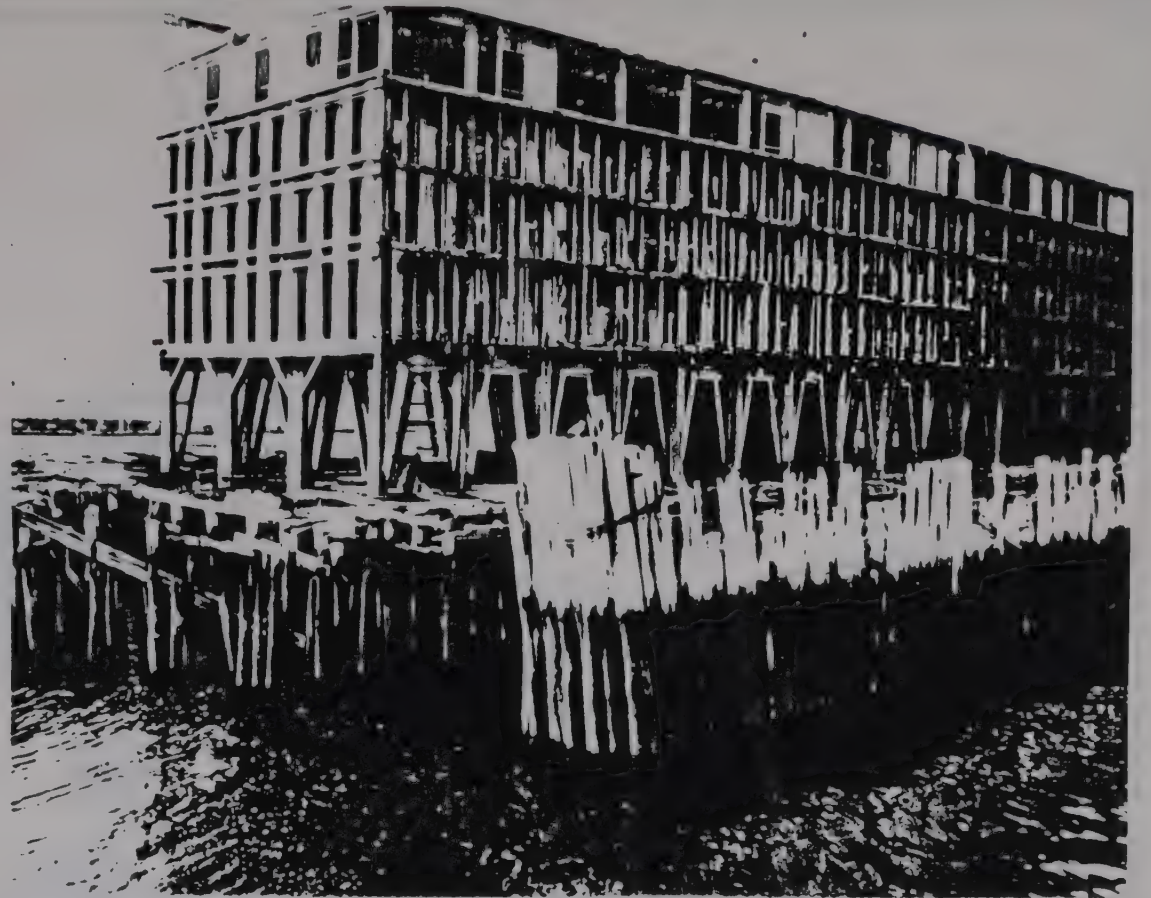
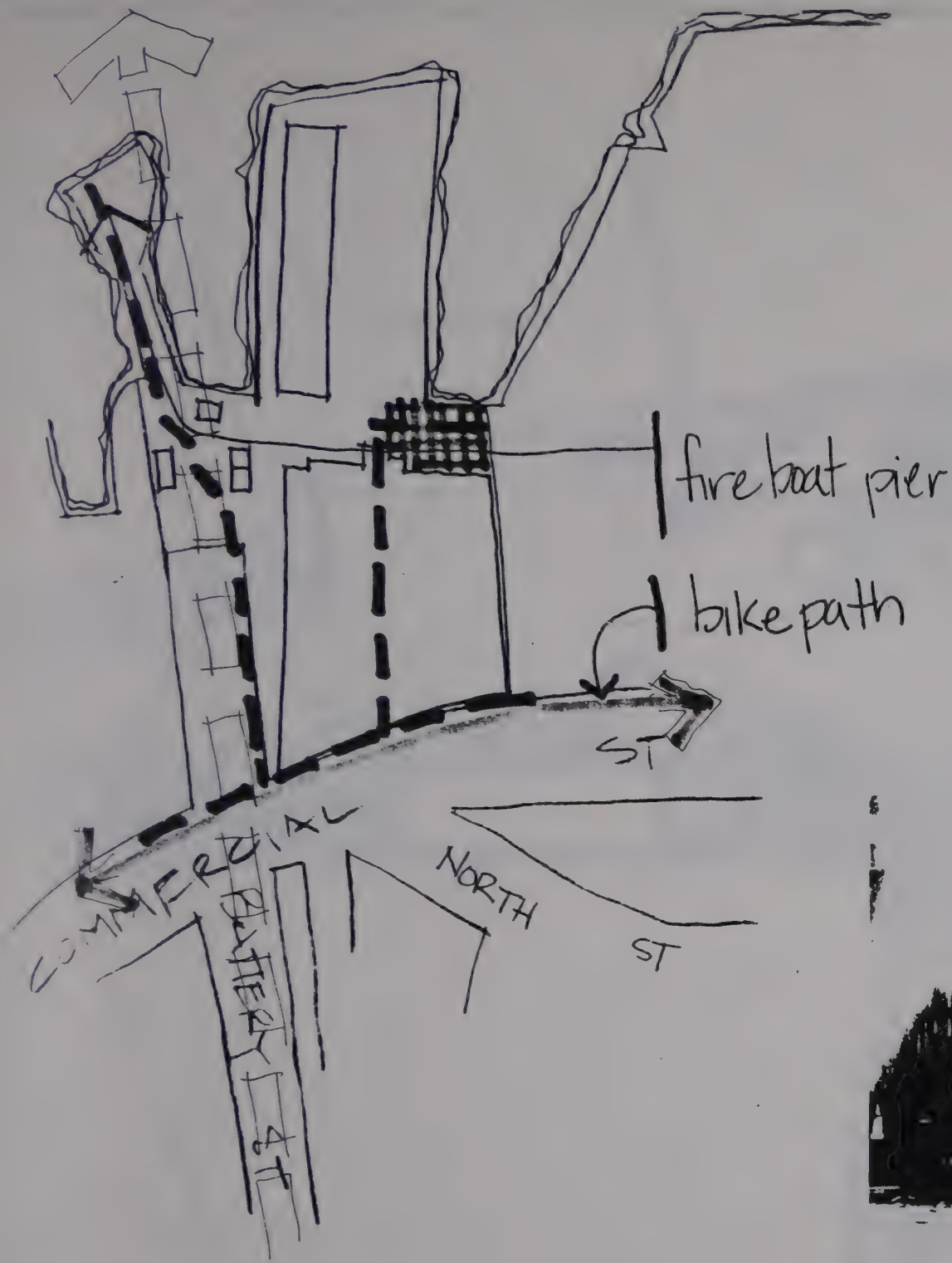
o Total Harborwalk
Costs: \$2,457,000 (granite)





Public: - 0 -

Private: \$2,457,000




RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.





-  Existing Harborwalk
-  Urban Plaza
-  Urban Park
-  View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

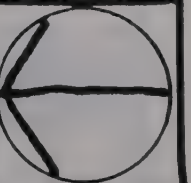
- Land Transportation
-  Subway Stop
-  Bus Stop
-  Water Transportation

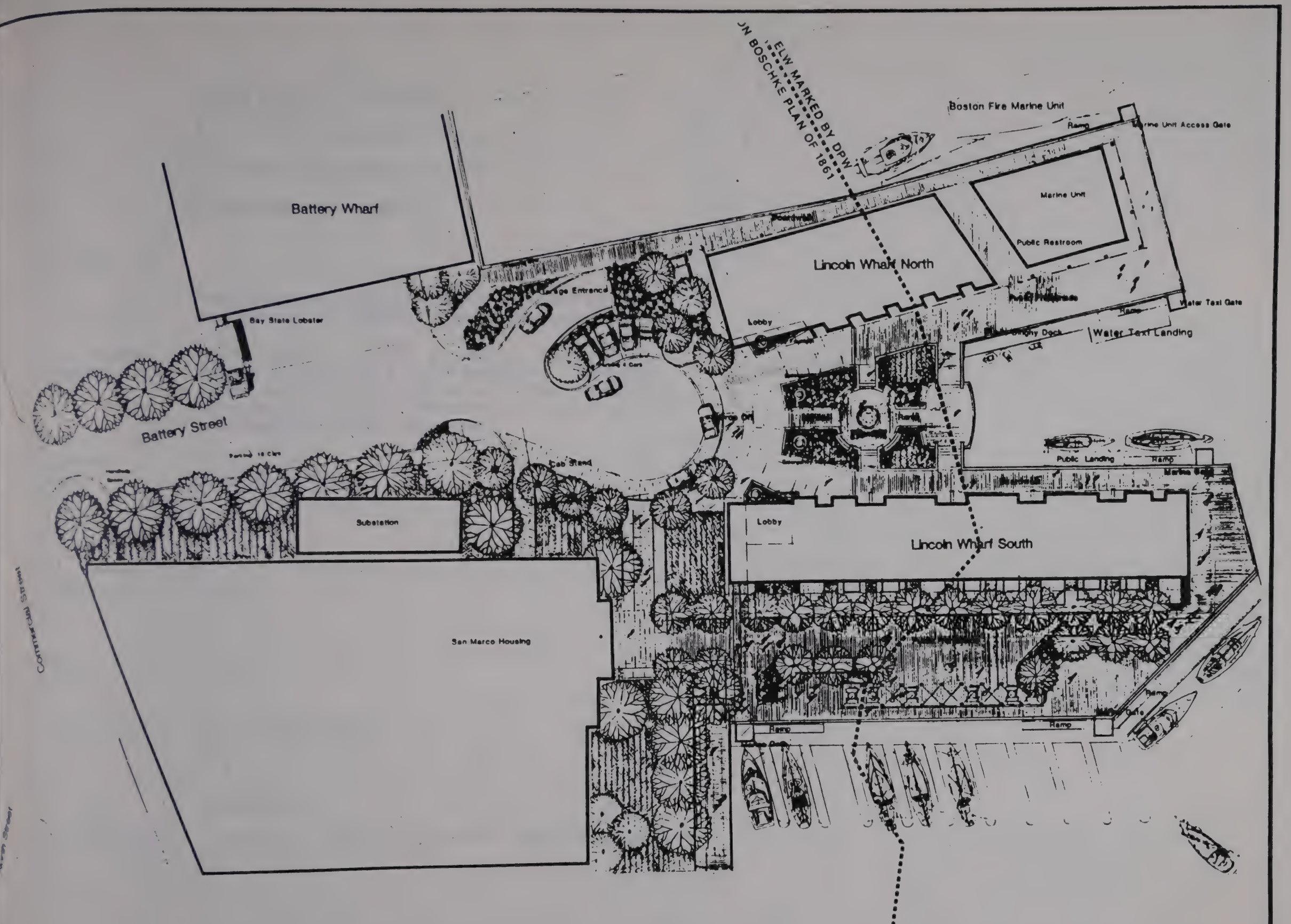
HARBORWALK

87

LINCOLN WHARF

Fig. No.
3-29





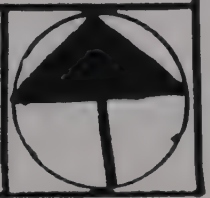
*Project is in planning stage;
site plan may be revised.

LINCOLN WHARF ASSOCIATES
NOTTER FINEGOLD & ALEXANDER INC.

HARBORWALK

SITE PLAN OF PROPOSED LINCOLN WHARF PROJECT

Fig. No.
3-30



SITE: UNION WHARF - North End

OWNER(S): Union Wharf Condominium Trust

DEVELOPER(S): Union Wharf Condominium Trust

STATUS: Development is complete

EXISTING
CONDITIONS:

o Uses: Residential condominiums, offices, surface parking,
pool for condo residents, small landscaped areas.

o Public Access/
Amenities: 8' wide gravel walk with a wood and stone rail on a
portion of the wharf's north perimeter. No public
access to the water's edge on a portion of the north
perimeter, entire east perimeter and most of the south
perimeter. No public amenities.

DEVELOPMENT
PROGRAM: None at present.

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

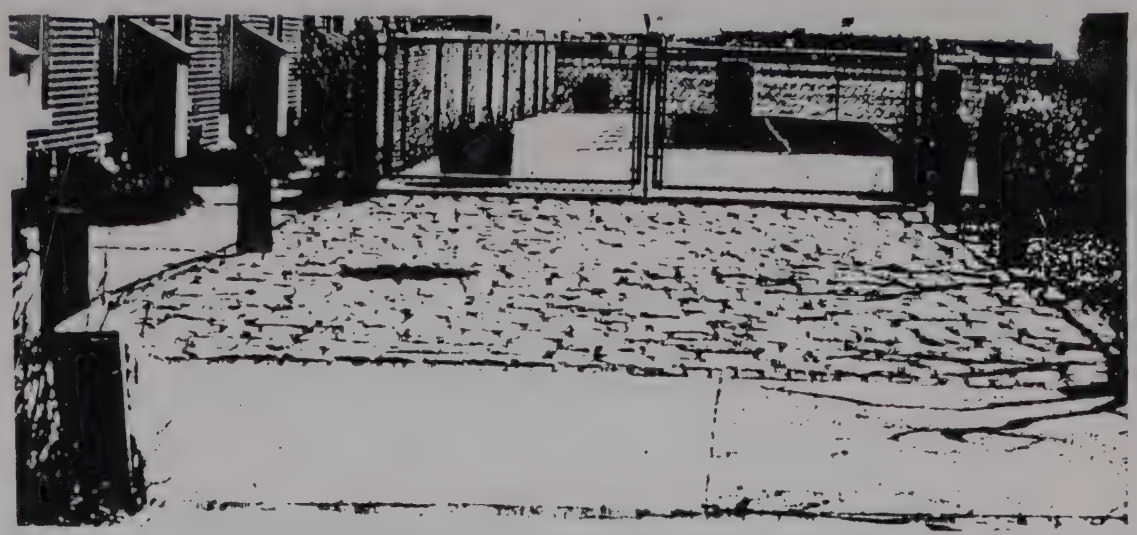
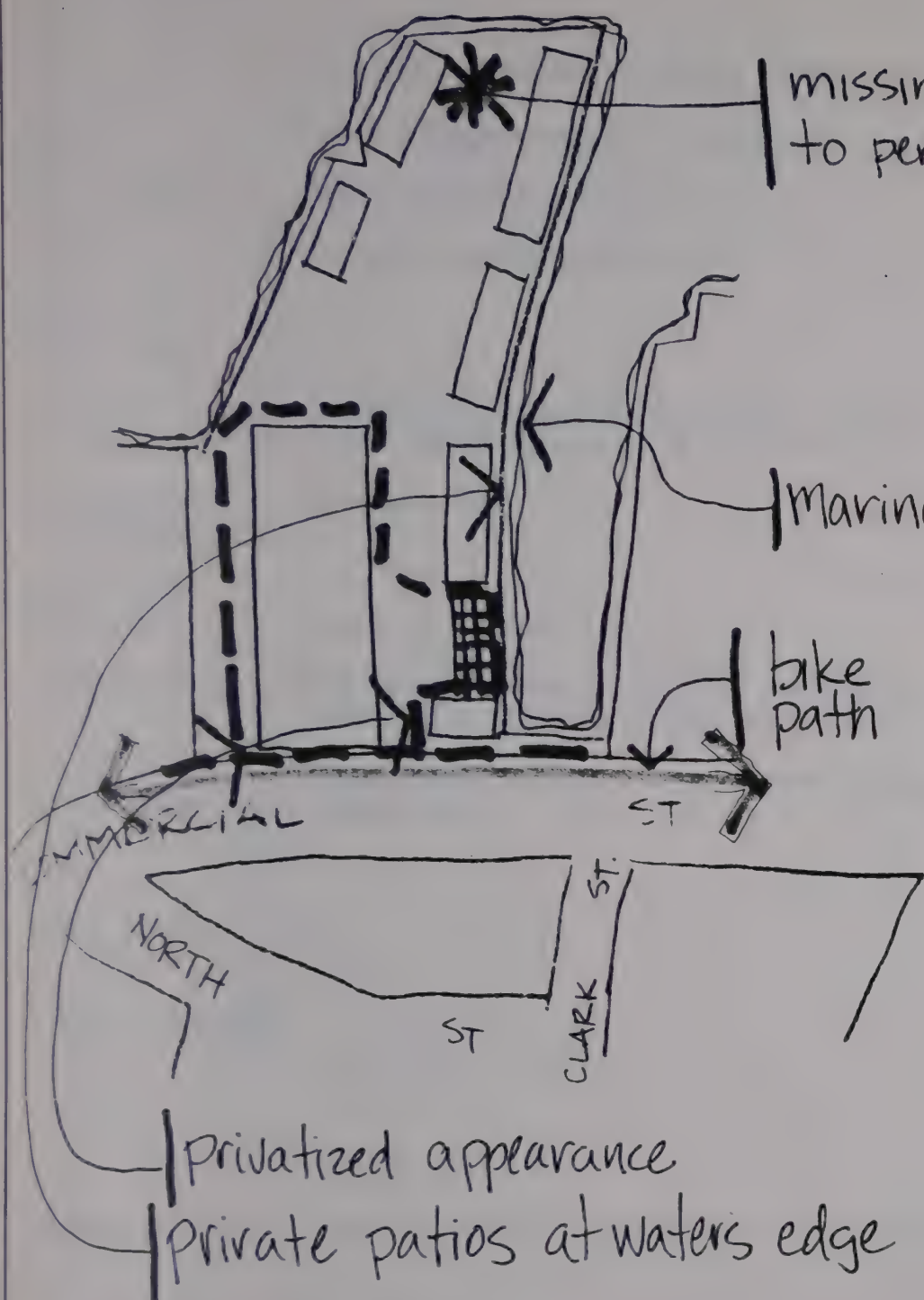
o Total Project
Costs: N/A

o Total Harborwalk
Costs: \$2,856,000 (granite)

Public: - 0 -

Private: \$2,856,000

RECOMMENDATIONS: 1,360 linear feet of Harborwalk. See Conceptual Plan.



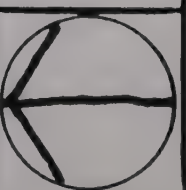
- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
 - Subway Stop
 - Bus Stop
- Water Transportation

HARBORWALK

UNION WHARF



SITE: SARGENT'S WHARF - North End

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): None designated at present

STATUS: Potential development parcel

EXISTING
CONDITIONS:

o Uses: Vacant land used for 230-space surface parking lot,
water space with sunk piling structure.

o Public Access/
Amenities: Unimproved

DEVELOPMENT
PROGRAM:

o Private Uses: To be determined; potential development may include:
affordable housing, office, and retail.

o Public Access/
Amenities: Public open space, water-related recreational activities,
Harborwalk.

COSTS:

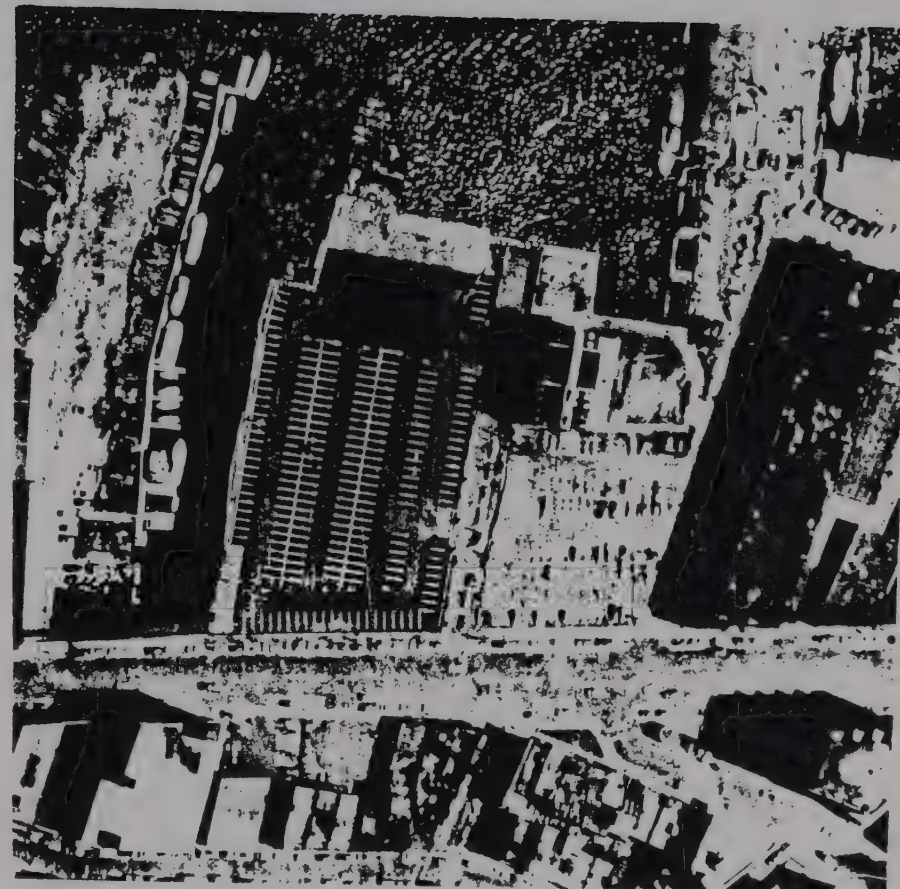
o Total Project
Costs: N/A

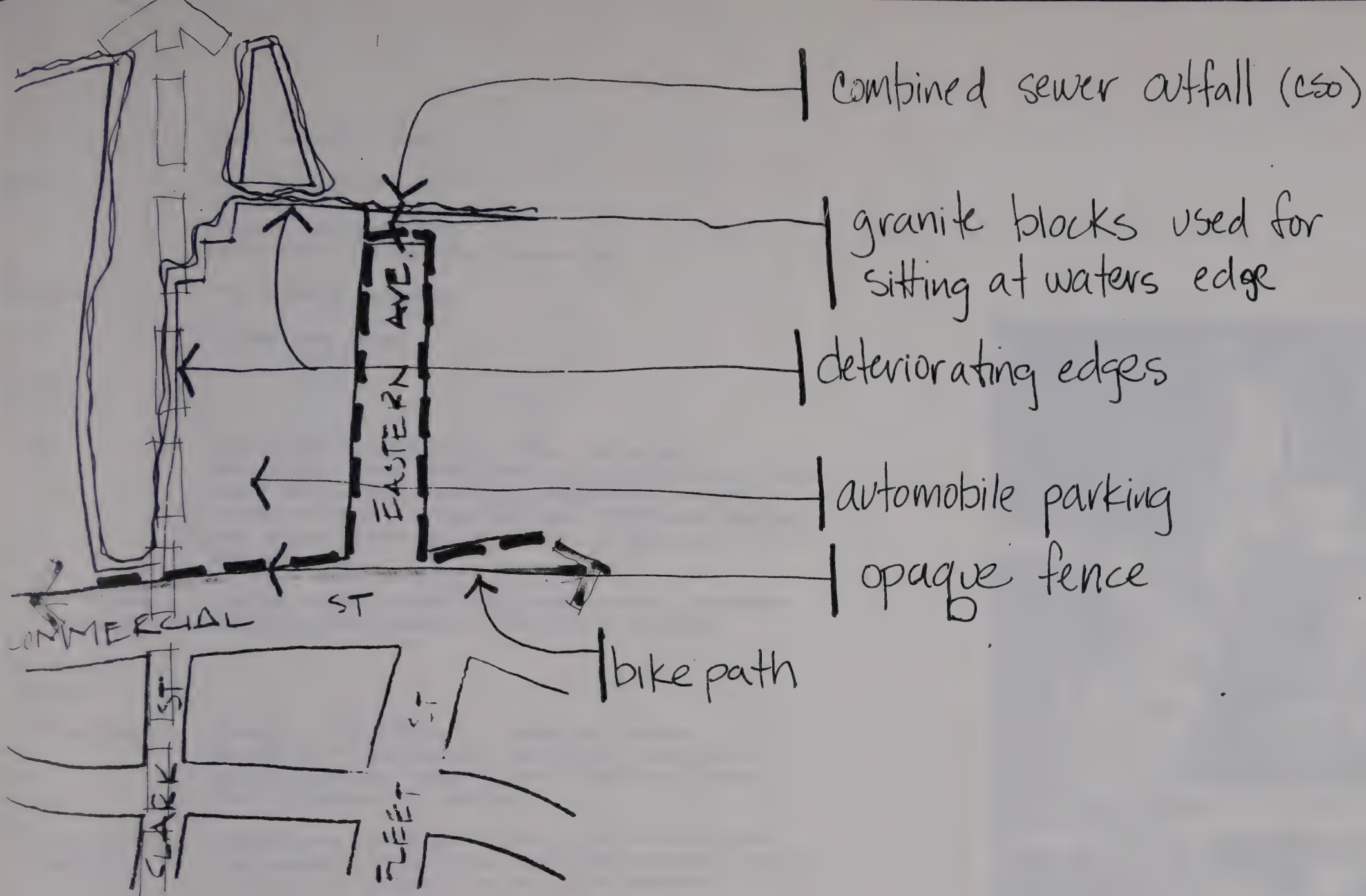
o Total Harborwalk
Costs: \$1,386,000 (granite)

Public: - 0 -

Private: \$1,386,000

RECOMMENDATIONS: 660 linear feet of Harborwalk. See Conceptual Plan.

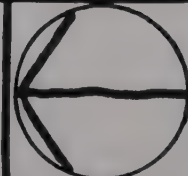




- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation



SITE: LEWIS WHARF - North End

OWNER(S): The Gunwyn Company
Carl Koch
Continental Cablevision
Lewis Wharf Condominium Association

DEVELOPER(S): The Gunwyn Company

STATUS: In planning stage

EXISTING
CONDITIONS:

- o Uses: Residential condominiums, office, the Winery Restaurant, landscaped terrace, garden fountain, bocci court and surface parking. Dilapidated pier ends contain a vacant, crumbling metal warehouse, Towboat and Atwood Buildings with offices of Boston by Sail and a marina.
- o Public Access/
Amenities: Limited public access to the water's edge; dangerous conditions along most of the wharf's perimeter.

DEVELOPMENT
PROGRAM:

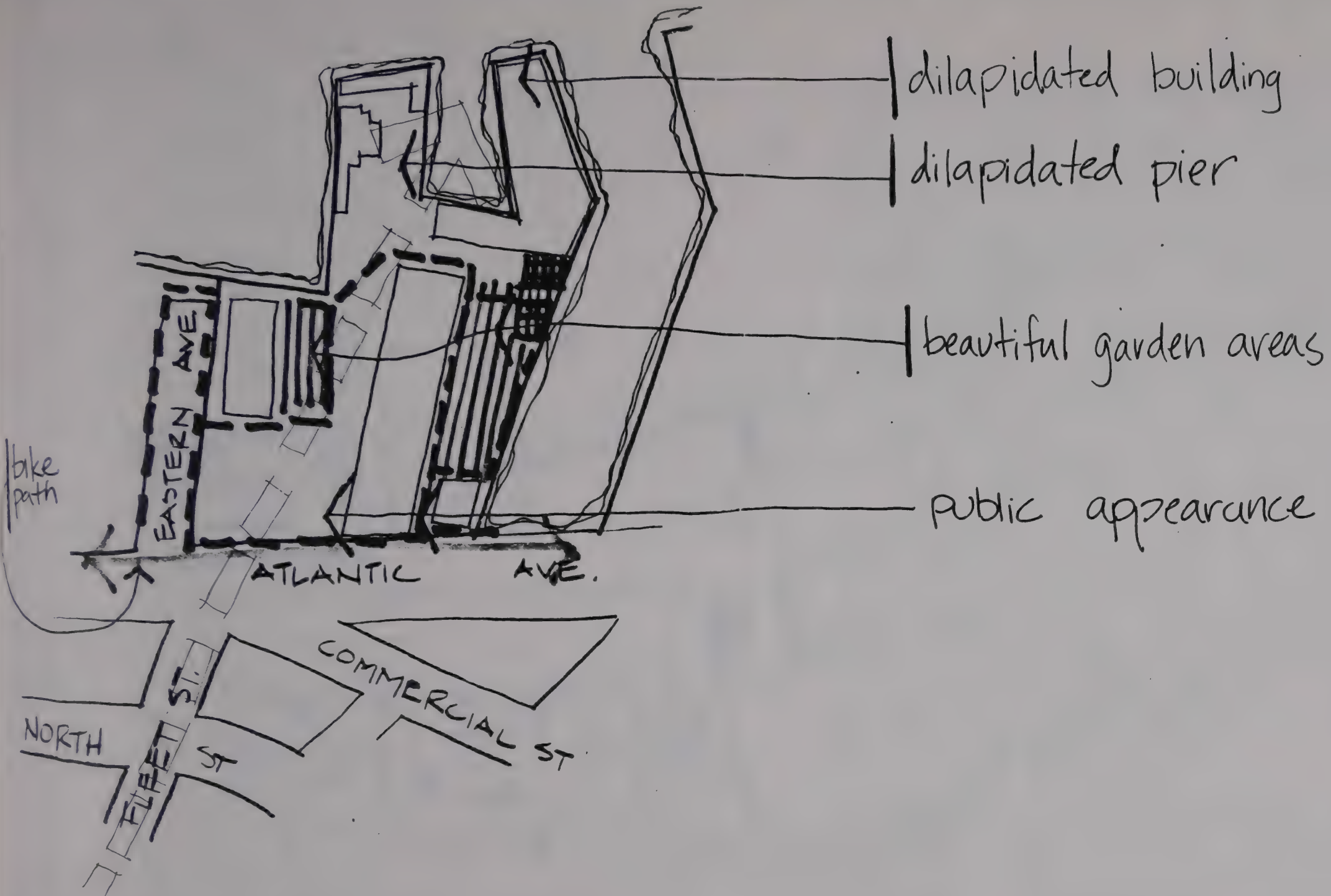
- o Private Uses: Phase 1: 100,000 sq.ft. residential condos, 20,000 sq.ft. commercial, 650-700 car underground parking garage; Phase 2 (Steel Shed and Towboat Pier): Marine Inn, marina.
- o Public Access/
Amenities: Landscaped public open space, 2,190 linear feet of Harborwalk. Direct links to Atlantic Avenue, Eastern Avenue and Sargent's Wharf will be provided.

COSTS:

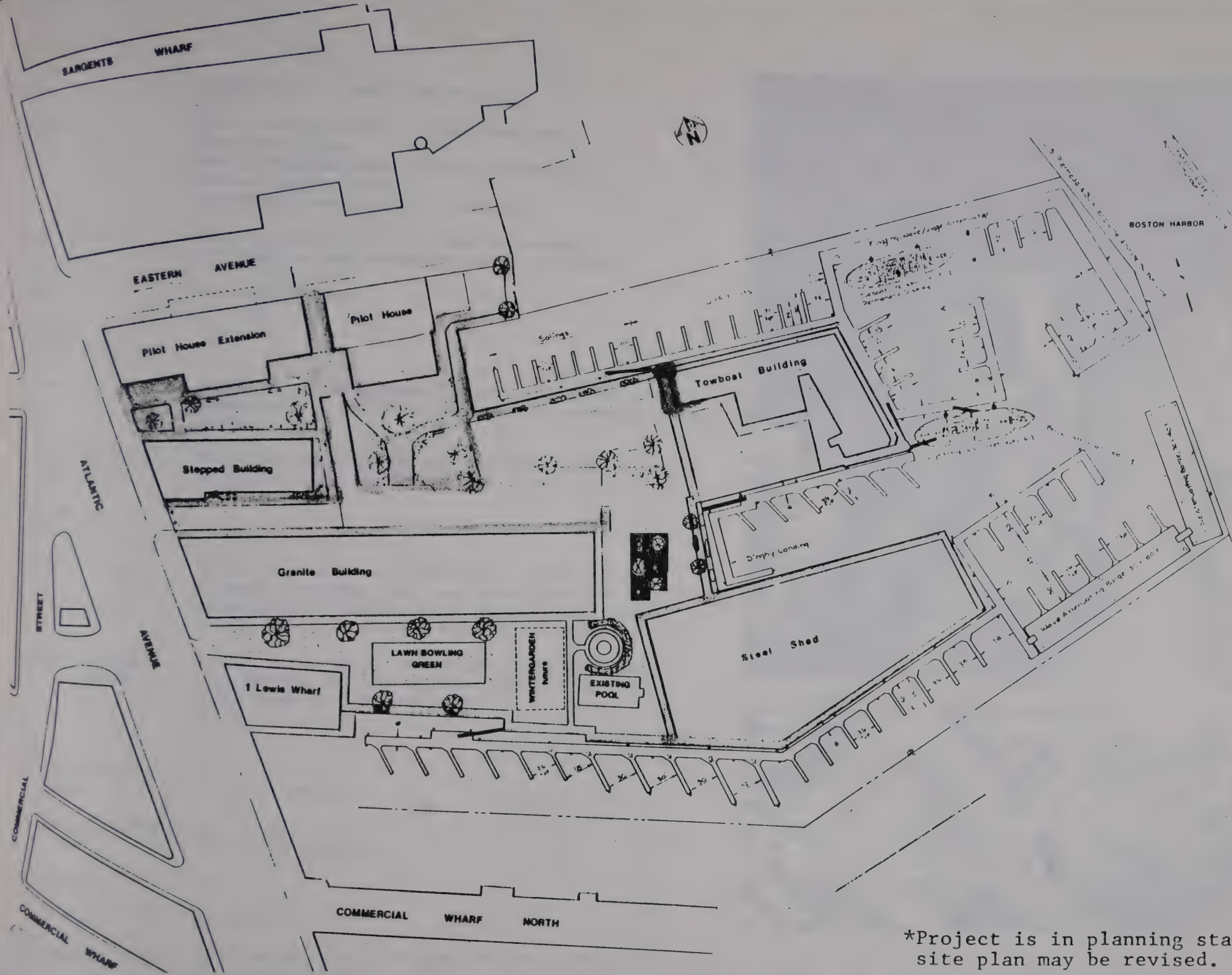
- o Total Project
Costs: To be determined.
- o Total Harborwalk
Costs: \$4,599,000 (granite)
- Public: - 0 -
- Private: \$4,599,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to proposed walkway.





- | | | |
|--|--|--|
| <ul style="list-style-type: none"> Existing Harborwalk Urban Plaza Urban Park View Corridors | <ul style="list-style-type: none"> Historic/Cultural Attractions Recreational Area Water Related Recreation | <ul style="list-style-type: none"> Land Transportation Subway Stop Bus Stop Water Transportation |
|--|--|--|



*Project is in planning stage;
site plan may be revised.



SITE: COMMERCIAL WHARF - North End

OWNER(S): East Commercial Wharf Condo Association
Blue Water Trust
East Commercial Wharf Limited Partnership
Marina Nominee Trust
Waterfront Park Limited Partnership

DEVELOPER(S): Commercial Wharf East Limited Partnership
(for the east and southeast end of the wharf)

STATUS: In planning stage

EXISTING CONDITIONS:

o Uses: Residential condominiums, offices, Boston Sail Loft Restaurant, Cherrystones Restaurant, surface parking, marina.

o Public Access/ Amenities: No public access to the piers; limited public access to northern and southern edges of the wharf.

DEVELOPMENT PROGRAM:

o Private Uses: 70 new marina slips, 3,000± sq.ft. marina service building, (existing north and south piers will be removed and a marina will be located along the eastern and southeastern edges of the wharf).

o Public Access/ Amenities: Public dinghy dock, public open space providing opportunities for fishing, observation, relaxation; 2,550 linear feet of Harborwalk.

COSTS:

o Total Project Costs: To be determined.

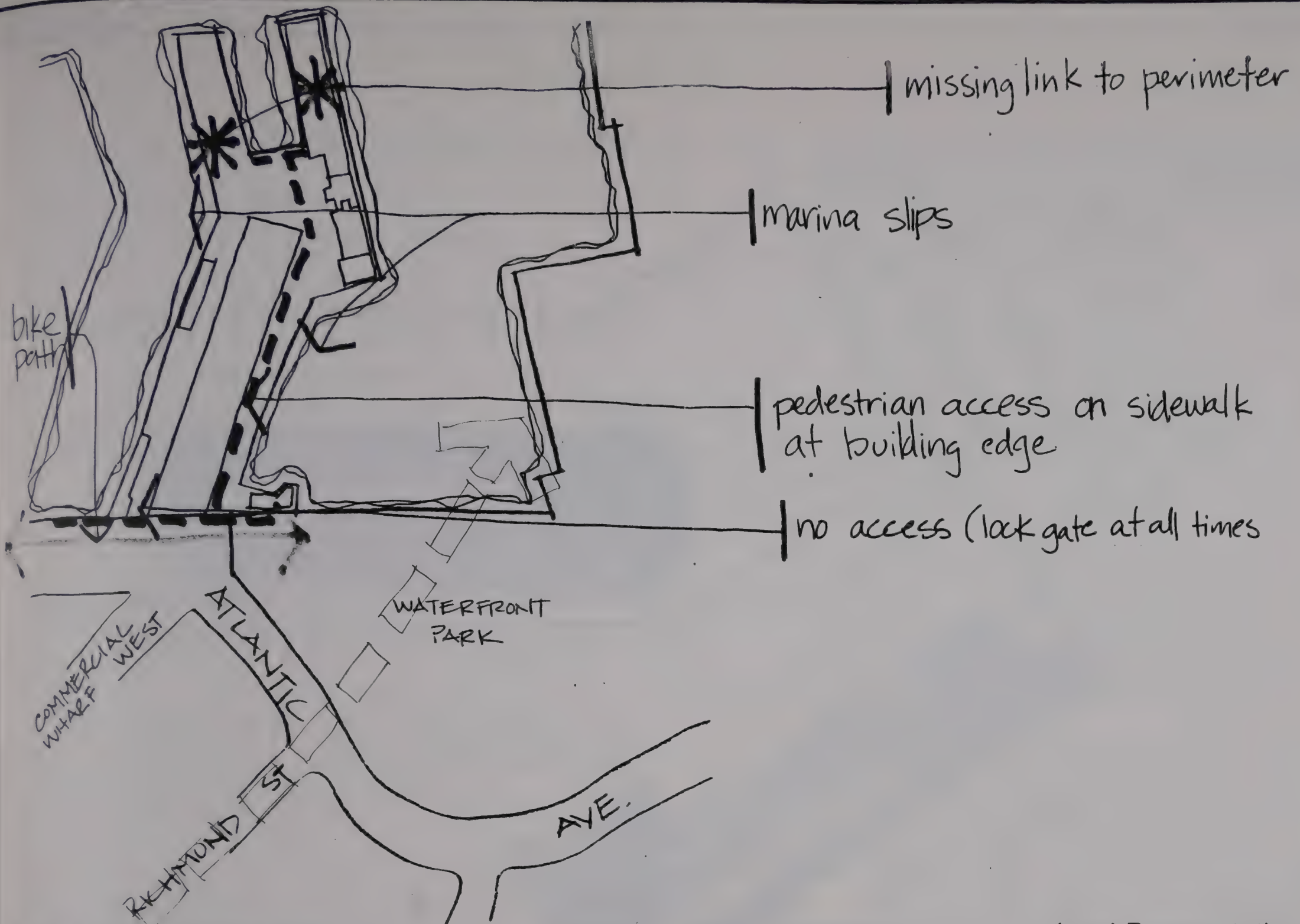
o Total Harborwalk Costs: \$5,355,000 (granite)

Public: - 0 -

Private: \$5,355,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to proposed walkway.





- Existing Harborwalk
- Urban Plaza
- Urban Park
- ➔ View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

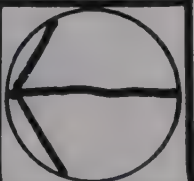
- Land Transportation
- Ⓣ Subway Stop
- Ⓣ Bus Stop
- Ⓣ Water Transportation

HARBORWALK

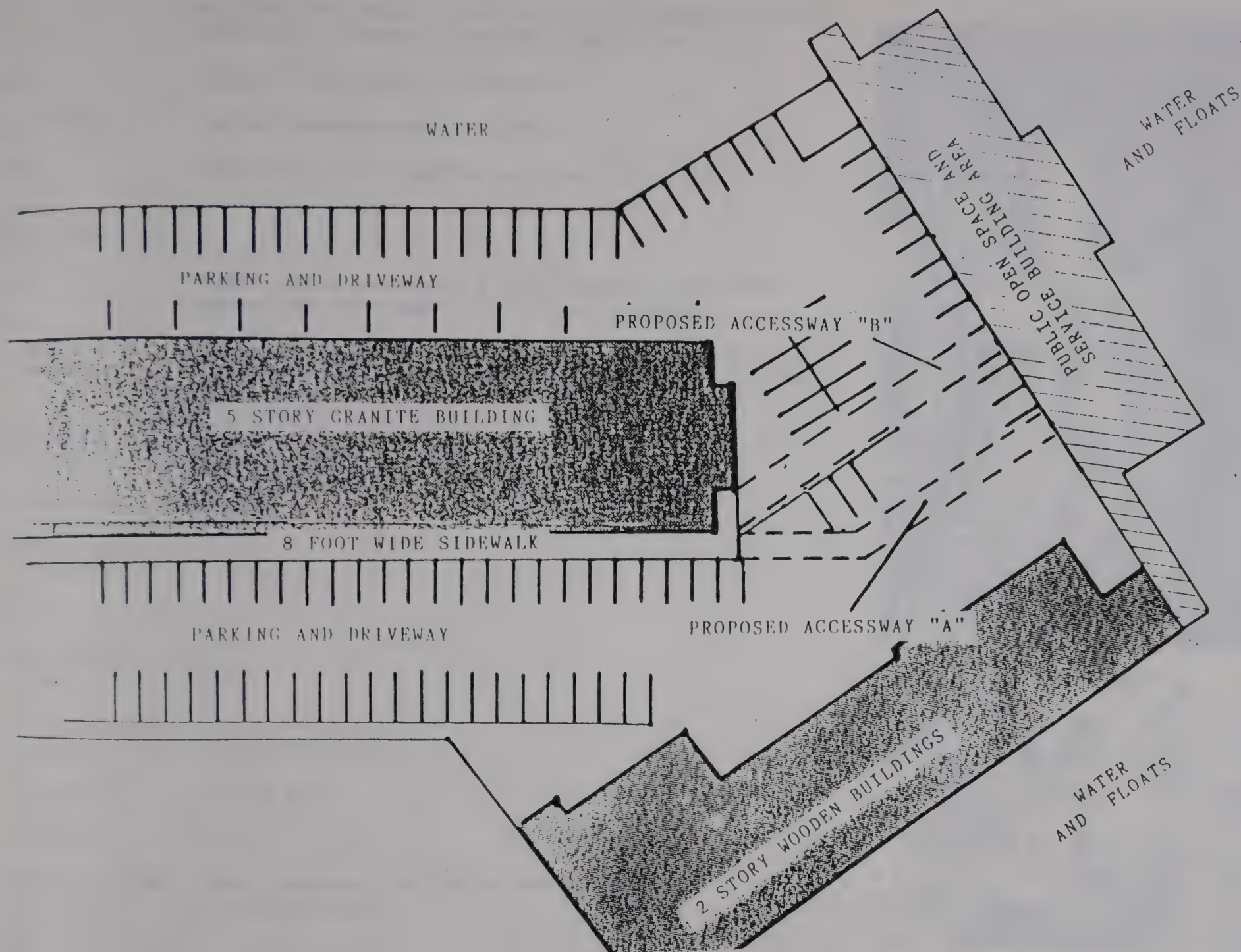
97

COMMERCIAL WHARF

Fig. No.
3.35



PROPOSED ACCESSWAYS



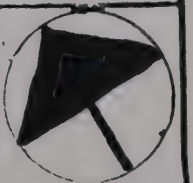
*Project is in planning stage;
site plan may be revised.

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HARBORWALK

SITE PLAN OF PROPOSED
COMMERCIAL WHARF PROJECT

Fig. No.
3-36



SITE: WATERFRONT PARK (CHRISTOPHER COLUMBUS PARK)
AND ROSE KENNEDY GARDEN - North End

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): Boston Redevelopment Authority

STATUS: Both parks are completed and open to the public.

EXISTING
CONDITIONS:

- o Uses: Public parks containing a plaza, benches, fountains, landscaped open space, and a rose garden.
- o Public Access/
Amenities: Public access to the water's edge is provided on 540 linear feet of Harborwalk (granite and brick) with black posts and a chain rail.

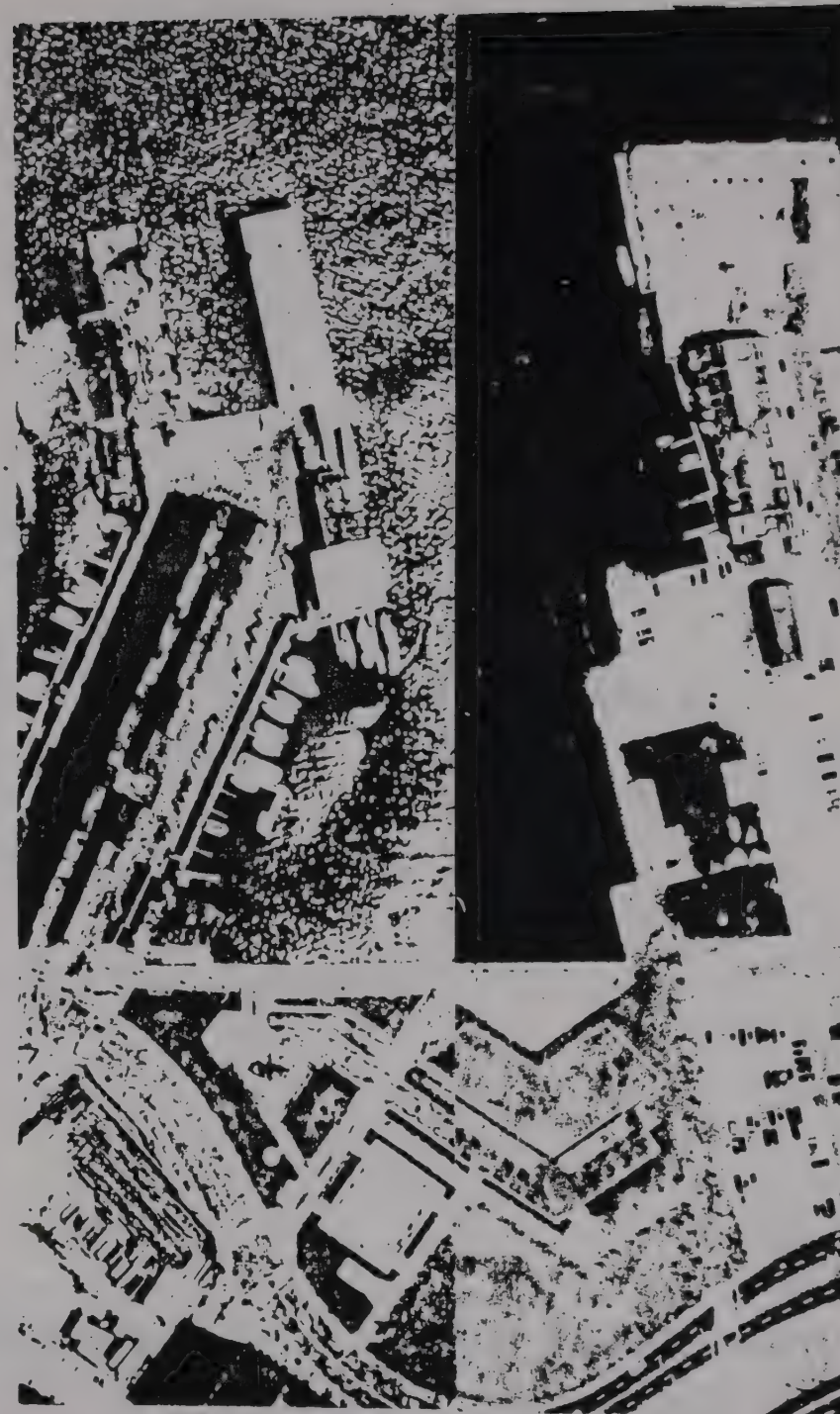
DEVELOPMENT
PROGRAM:

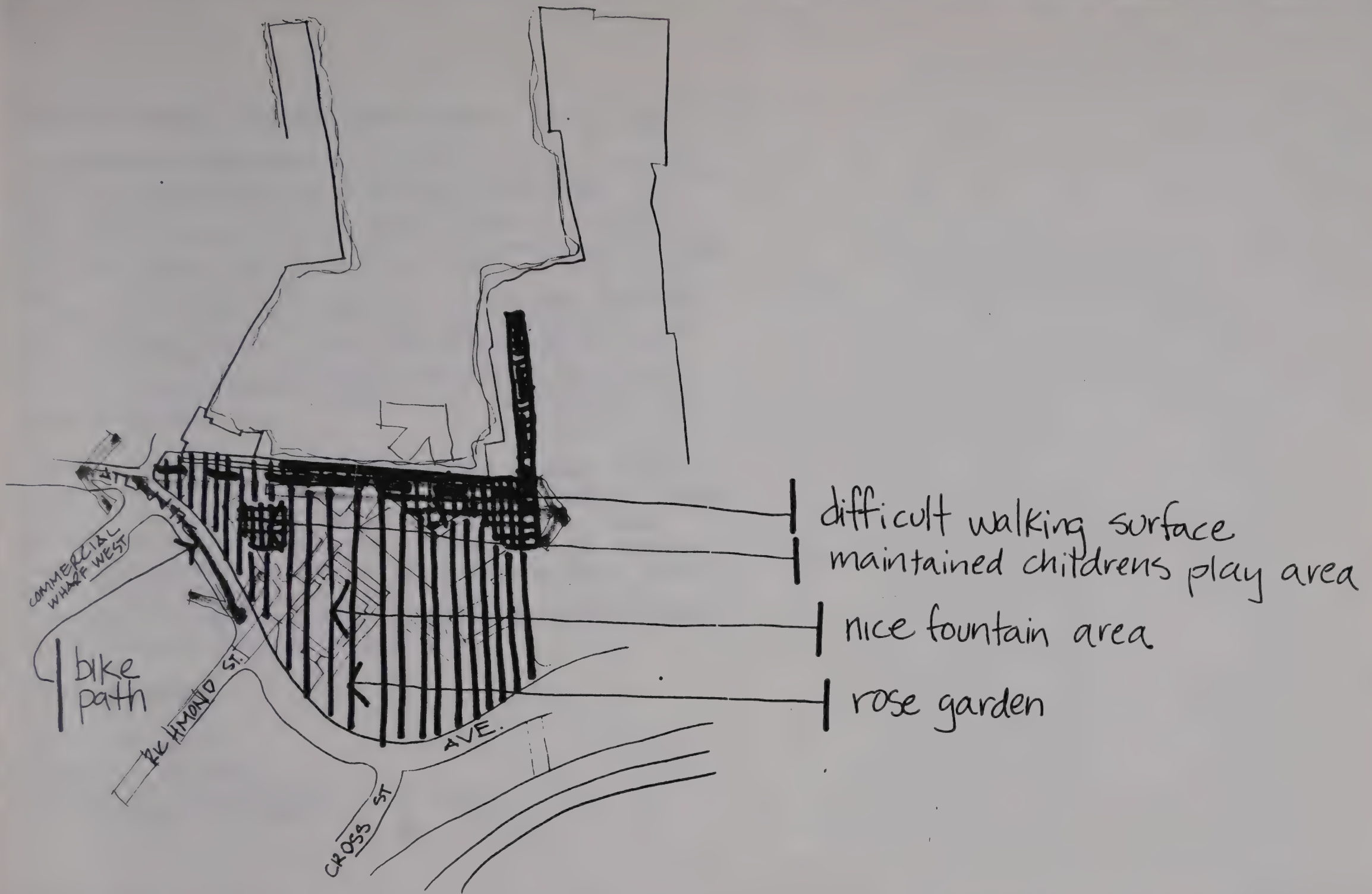
- o Private Uses: N/A
- o Public Access/
Amenities: N/A




COSTS:


- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$1,134,000 (granite
- Public: \$1,134,000
- Private: - 0 -




RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.

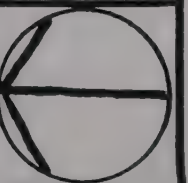




-  Existing Harborwalk
-  Urban Plaza
-  Urban Park
- View Corridors

- Historic/Cultural Attractions
-  Recreational Area
- Water Related Recreation

- Land Transportation
-  Subway Stop
-  Bus Stop
-  Water Transportation



Downtown/Financial District (See Figures 3.38 to 3.45)

The waterfront/Harborwalk area of the Downtown/Financial district, in contrast to the office tower dominated, corporate image of the inner Downtown/Financial district is a mixed-use area containing a number of uses and attractions which draw the general public and visitors to the waterfront. Located within this district are the New England Aquarium, excursion and commuter boat services at Long Wharf, two major hotels - Long Wharf/Marriott and the Boston Harbor Hotel, the soon to be opened new ferry terminal at Rowe's Wharf, a number of restaurants, and residential condominiums.

A water's edge walkway currently exists in most of the district; however, improvements need to be made in various segments. The proposed Harborwalk addresses these improvements and completes the walkway through implementation of Harborwalk in the currently missing links such as between Rowes Wharf and Harbor Towers. In addition, connections are made to the connectors - Atlantic Avenue and the Northern Avenue Bridge.

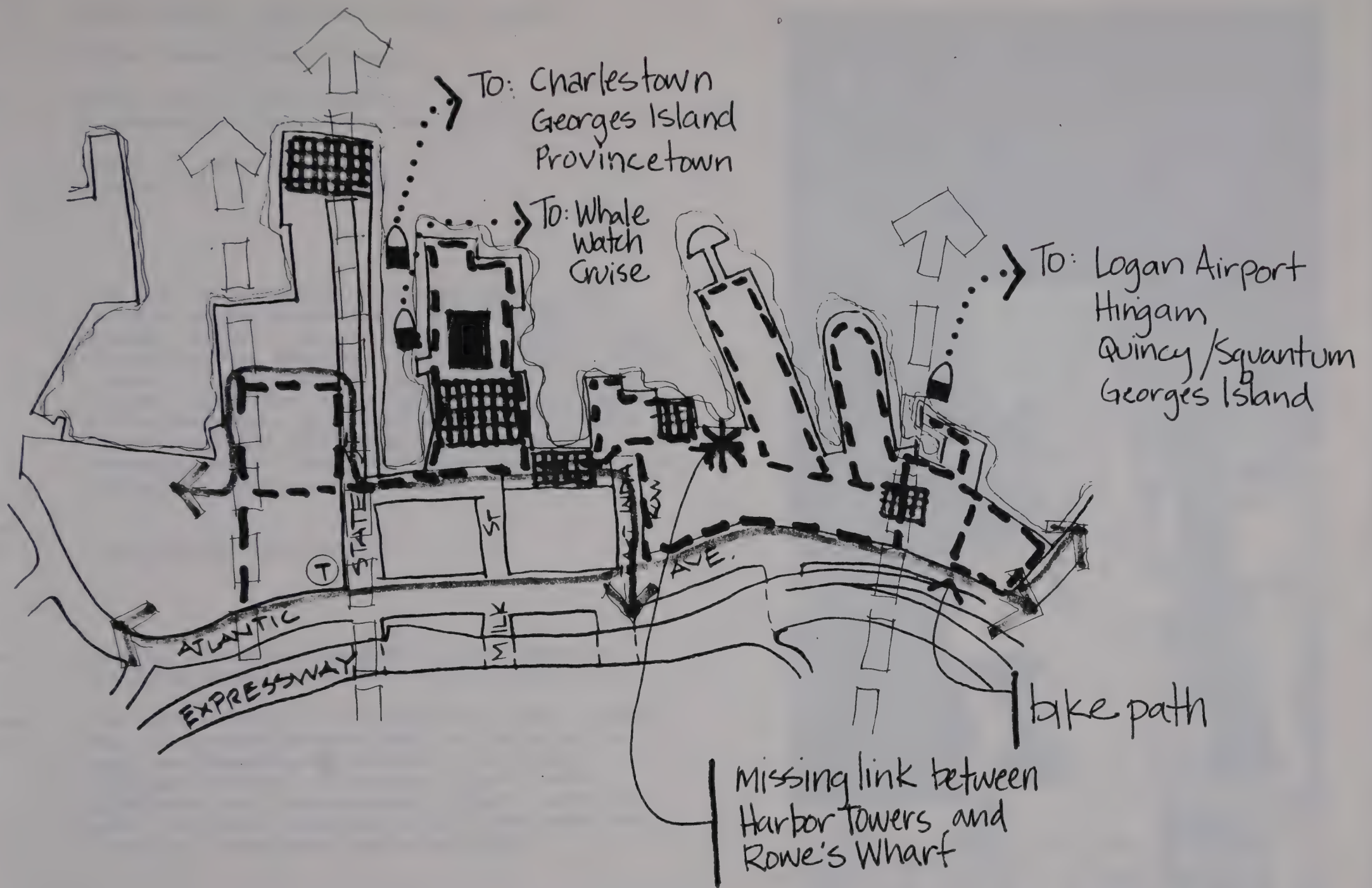
Harborwalk Status

Total = 1.48 miles

Completed = .88 miles

Planned/Under Construction = .58 miles

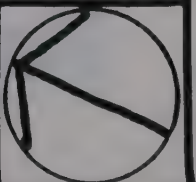
To Be Planned = .02 miles



- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation



SITE: LONG WHARF - Downtown/Financial District

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): Boston Redevelopment Authority
Department of Environmental Management

STATUS: Phase I: Under construction
Phases II & III: In planning

EXISTING CONDITIONS:

o Uses: The major origin/destination site for water transportation to the Boston Harbor Islands State Park - George's Island. Two boat operators: Boston Harbor Cruises and Bay State Provincetown, currently provide a variety of boat services from Long Wharf. These include: excursions to George's Island; water shuttles to the Charlestown Navy Yard and the World Trade Center; excursion services to Provincetown and Nantasket Beach; Constitution/Inner Harbor tours; and sightseeing/charter services.

o Public Access/ Amenities: Water transportation services.

DEVELOPMENT PROGRAM:

o Private Uses: Docking for water transportation vessel operators providing commuter and excursion services.

o Public Access/ Amenities: The reconstruction of Long Wharf will totally upgrade the water transit facilities which will serve as the major excursion/shuttle terminal in the Harbor. Included will be a 3,000 sq.ft. Visitor's Center, 3,460 linear feet of Harborwalk, a public waterfront park a portion of which will be on a new public pier (T-Wharf), and public boating activities.

COSTS:

o Total Project Costs: \$25 million

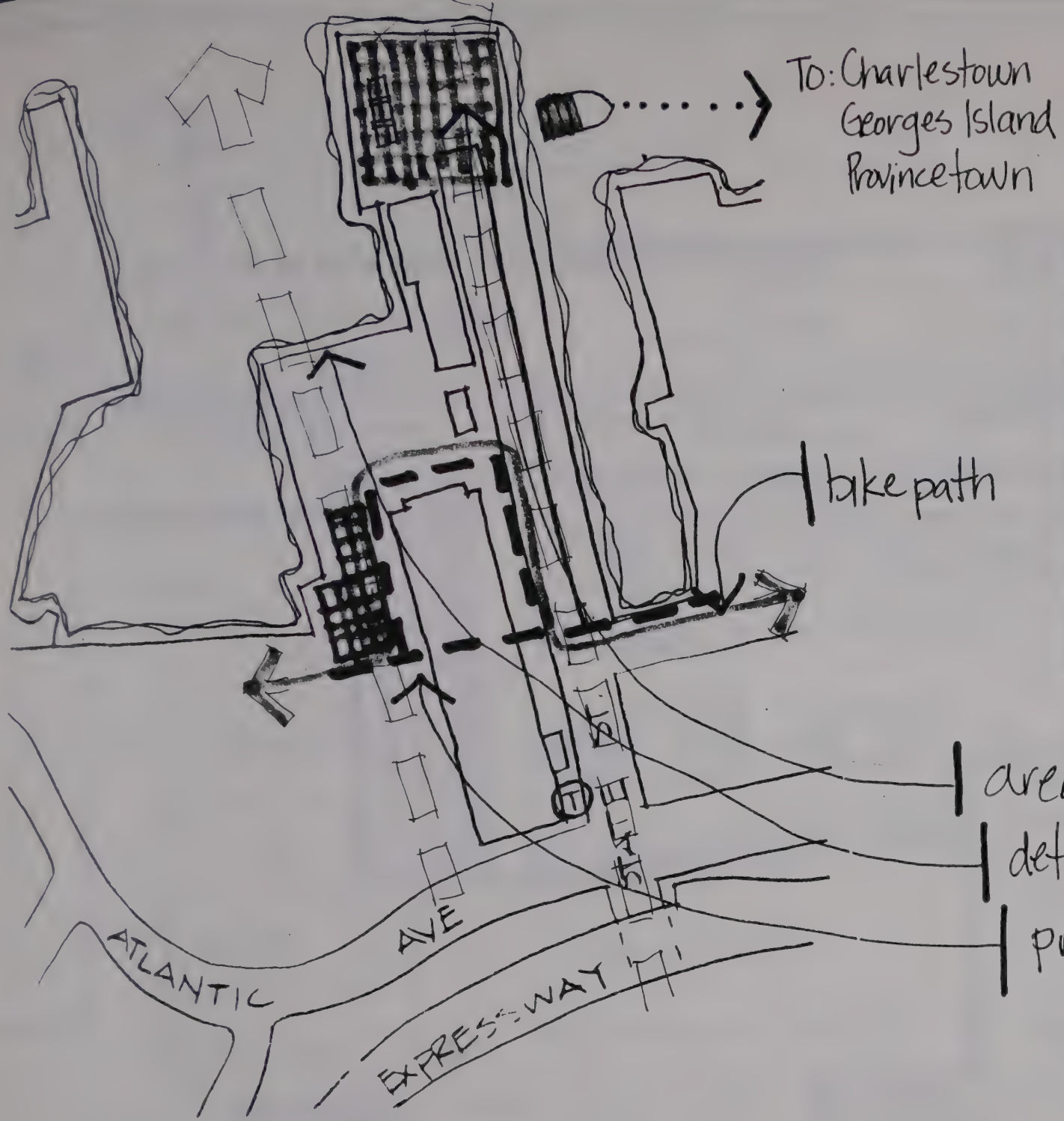
o Total Harborwalk Costs: \$7,266,000 (granite)

Public: \$7,266,000

Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to proposed walkway.





area under construction
 deteriorated edge
 privatized appearance

- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

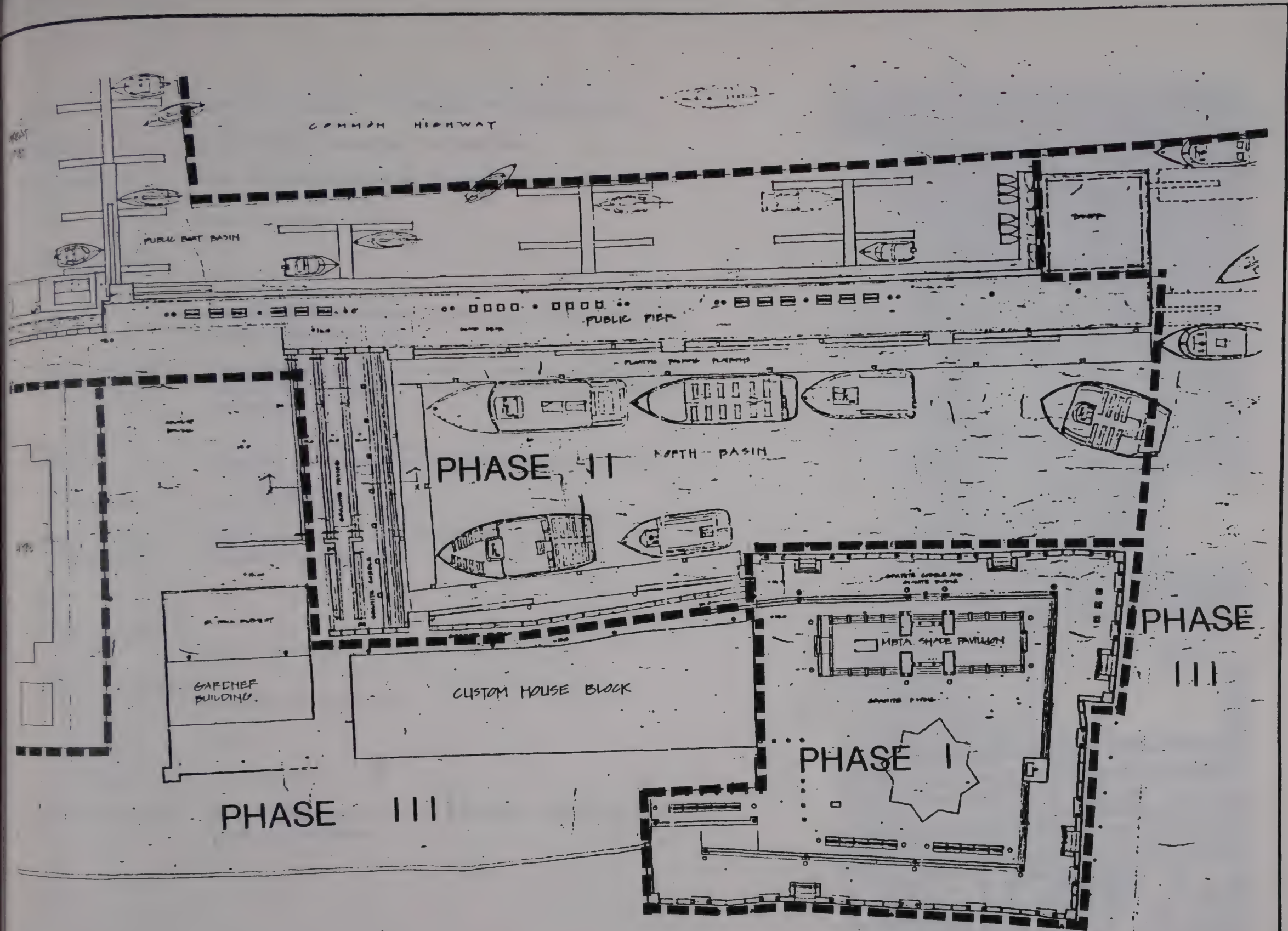
- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK

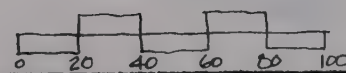
LONG WHARF





*Project is in planning stage;
site plan may be revised.

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HARBORWALK

SITE PLAN OF PROPOSED LONG WHARF PROJECT

Fig. No.
340



SITE: CENTRAL WHARF - Downtown/Financial District

OWNER(S): New England Aquarium Corporation

DEVELOPER(S): New England Aquarium Corporation

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: New England Aquarium, open space and plaza, and surface parking.
- o Public Access/Amenities: Total public access to water's edge on 1,490 linear feet of Harborwalk (10' wide, concrete) surrounding the wharf.

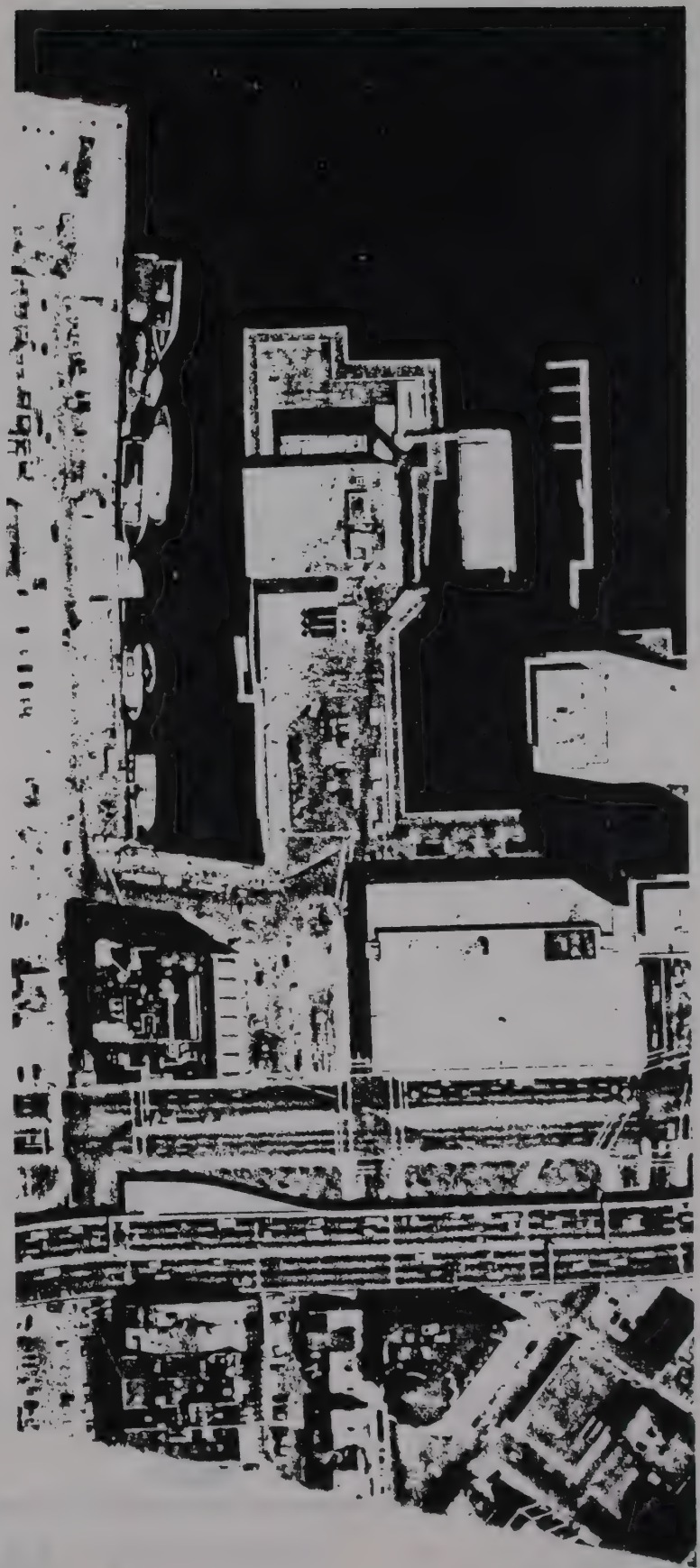
DEVELOPMENT PROGRAM:

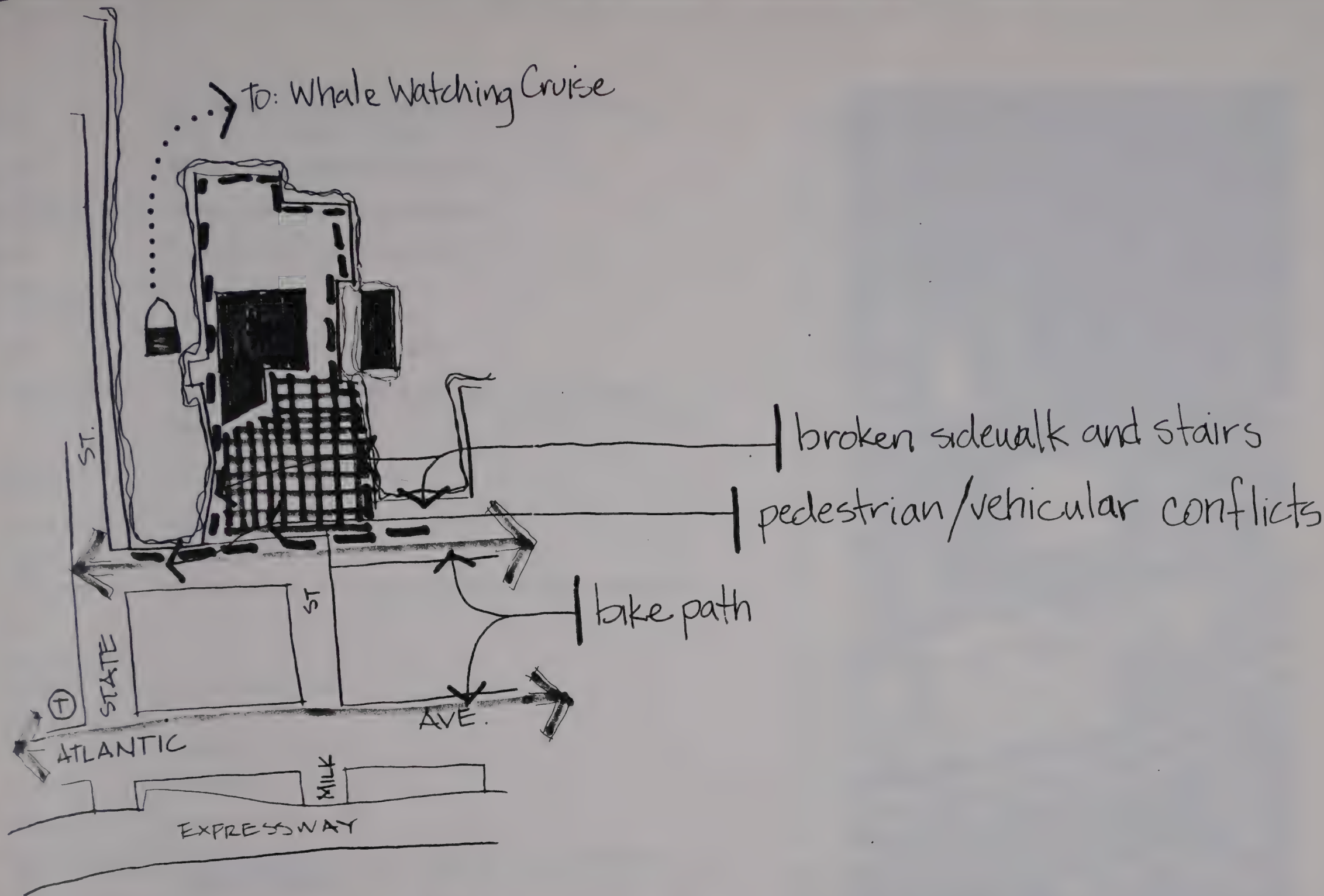
- o Private Uses: Not yet defined.
- o Public Access/Amenities: Improvements to and expansion of existing public access and amenities.

COSTS:

- o Total Project Costs: To be determined.
- o Total Harborwalk Costs: \$1,788,000 (concrete)
- Public: - 0 -
- Private: \$1,788,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.





Existing Harborwalk

Urban Plaza

Urban Park

View Corridors

Historic/Cultural Attractions

Recreational Area

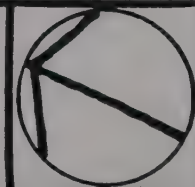
Water Related Recreation

Land Transportation

Subway Stop

Bus Stop

Water Transportation



SITE: BETWEEN HARBOR TOWERS & CENTRAL WHARF -
Downtown/Financial District

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): Boston Redevelopment Authority

STATUS: Existing use - to be improved

EXISTING
CONDITIONS:

o Uses: Public walkway with benches.

o Public Access/
Amenities: No private uses. 250 linear feet of Harborwalk
(brick) with benches. Area is currently fenced due to
dangerous conditions.

DEVELOPMENT
PROGRAM:

o Private Uses: None

o Public Access/
Amenities: Improvements to existing public walkway/plaza area.

COSTS:

o Total Project
Costs: To be determined.

o Total Harborwalk
Costs: \$350,000 (brick)

Public: \$350,000

Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.



SITE: HARBOR TOWERS - Downtown/Financial District

OWNER(S): Harbor Towers I Condominium Association
Harbor Towers II Condominium Association
First City Development Corporation

DEVELOPER(S): Harbor Towers I and II Condo Trusts
First City Development Corporation

STATUS: Existing use

EXISTING CONDITIONS:

o Uses: Two residential condo towers (total of 624 units), marina and docking space, garage, swimming pool and open space for condo residents, tin sculpture display.

o Public Access/Amenities: Public access exists on most of the water's edge on 570 linear feet of Harborwalk (brick) with a wooden bench seating area. However, the water's edge in front of the swimming pool/open space area leading to Rowe's Wharf (100 linear feet), currently gravel fill, is not accessible.

DEVELOPMENT PROGRAM:

o Private Uses: N/A

o Public Access/Amenities: N/A

COSTS:

o Total Project Costs: N/A

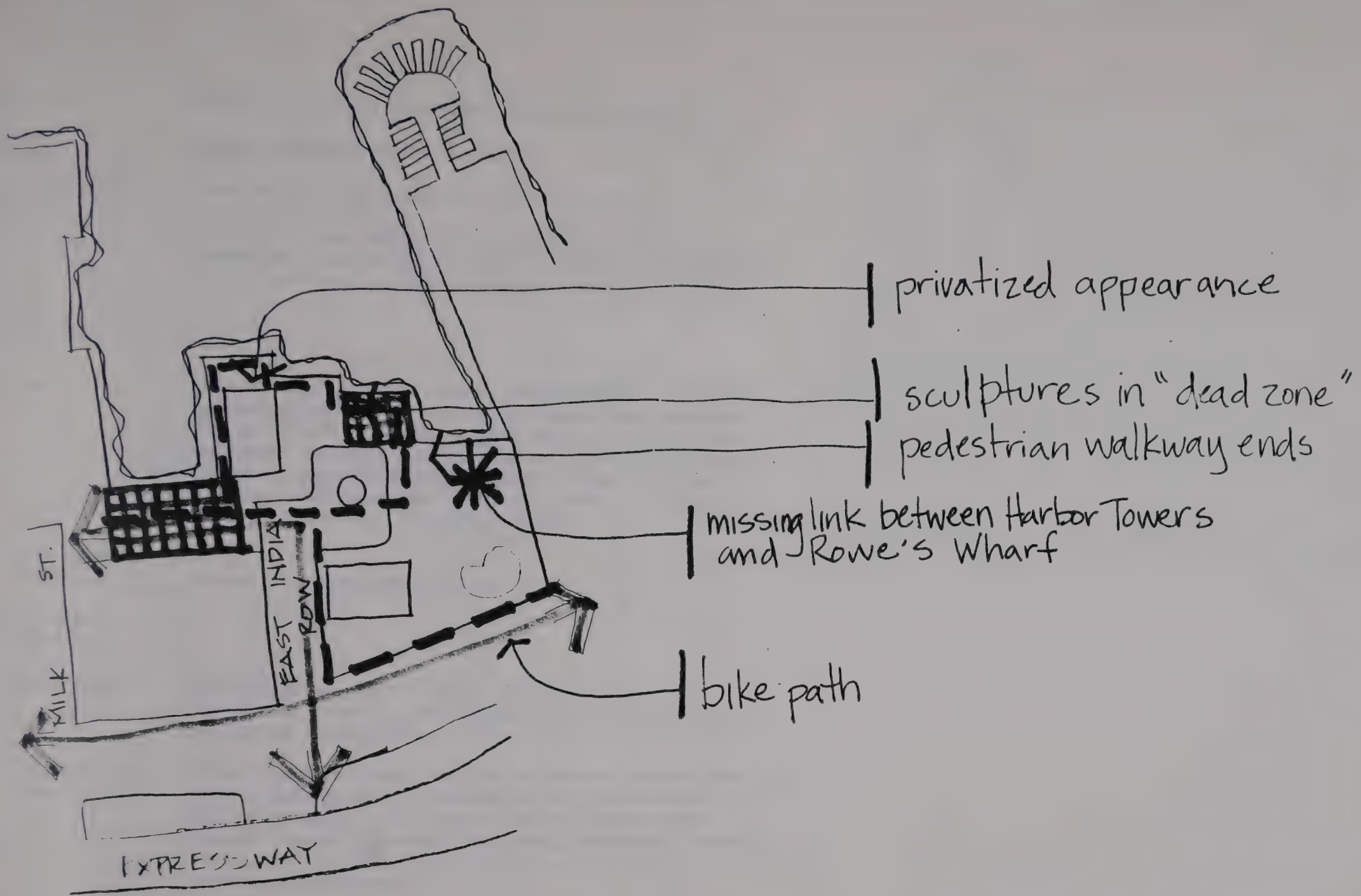
o Total Harborwalk Costs: \$1,008,000 (brick and granite)

Public: - 0 -

Private: \$1,008,000

RECOMMENDATIONS: An additional 100 linear feet of (granite) Harborwalk. See Conceptual Plan.





- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation

HARBORWALK

110

INDIA WHARF
(HARBOR TOWERS)

Fig. No.
3.42



SITE: ROWE'S WHARF - Downtown/Financial District

OWNER(S): Boston Redevelopment Authority

DEVELOPER(S): The Beacon Companies and The Equitable

STATUS: The site is currently under construction with full completion set for Fall of 1987. (Boston Harbor Hotel on the site was partially opened in August, 1987).

EXISTING
CONDITIONS:

o Uses: Development program under construction. Three boat companies currently provide services from the site. These include: Massachusetts Bay Lines (Hingham commuter shuttle, George's Island, charters); Boston Harbor Commuter Service (airport water shuttle, Hingham commuter shuttle); and Harbor Crossings (Quincy/Squantum commuter shuttle).

o Public Access/
Amenities: Water transportation services.

DEVELOPMENT
PROGRAM:

o Private Uses: 330,000 sq.ft. office space, 230-room hotel, 100 residential condo units, 13,000 sq.ft. retail space, 575-space underground garage.

o Public Access/
Amenities: Focal commuter boat terminal in Boston Harbor with a domed waiting area/observation deck; open space on 65% of the site, 1,670 linear feet of Harborwalk; copper-domed observatory offering panoramic views of the Harbor and downtown Boston, pleasure boat slips, public dinghy dock.

COSTS:

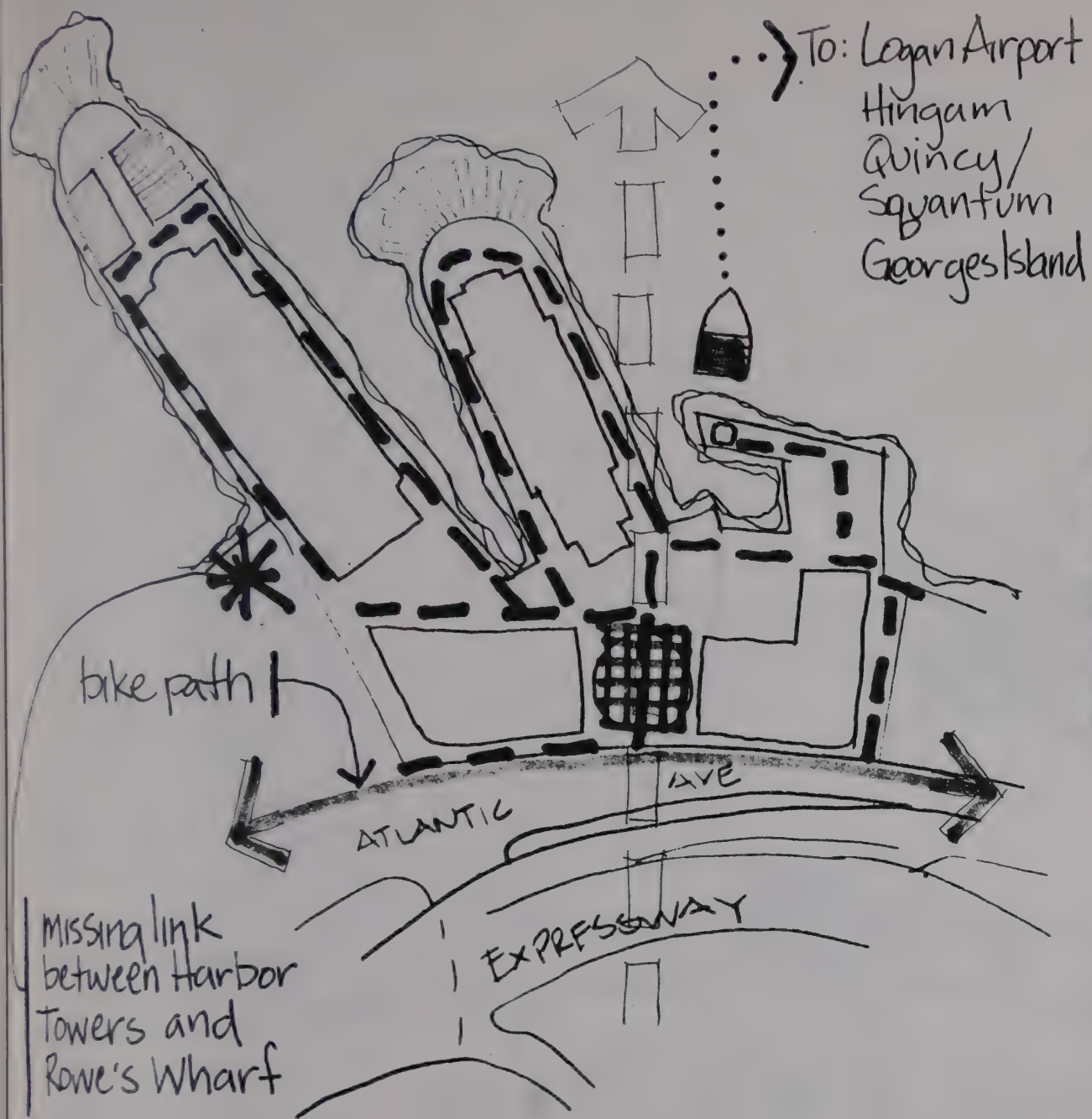
o Total Project
Costs: \$193 million

o Total Harborwalk
Costs: \$3,507,000 (granite)

Public: - 0 -

Private: \$3,507,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



Existing Harborwalk

Urban Plaza

Urban Park

View Corridors

Historic/Cultural Attractions

Recreational Area

Water Related Recreation

Land Transportation



Subway Stop



Bus Stop



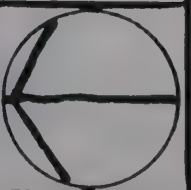
Water Transportation

HARBORWALK

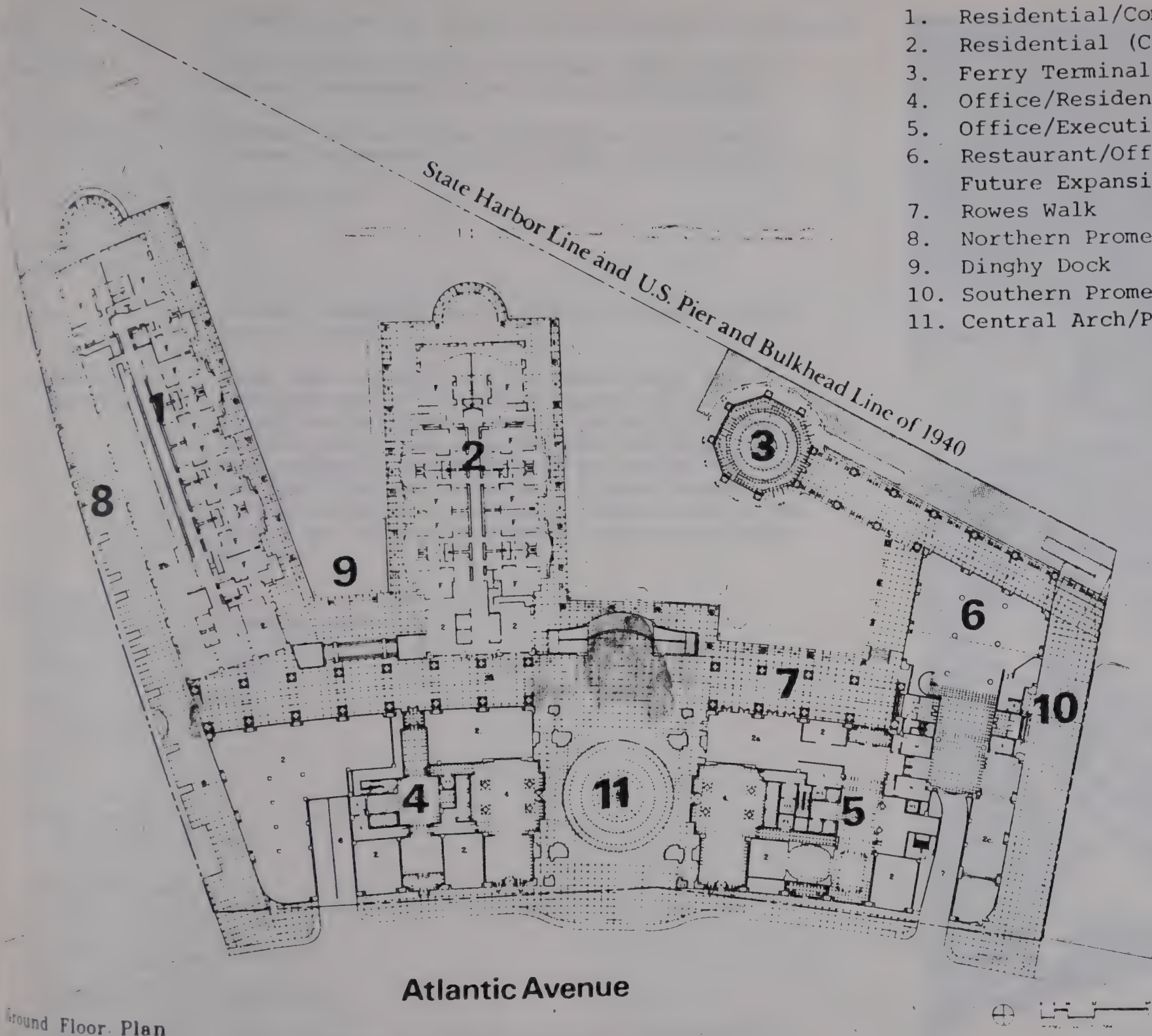
112

ROWE'S WHARF

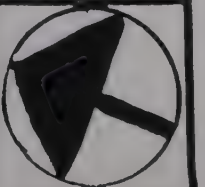
Fig. No.
3-43



1. Residential/Commercial (North Wharf)
2. Residential (Central Wharf)
3. Ferry Terminal/Boarding Area
4. Office/Residential
5. Office/Executive Suites
6. Restaurant/Office/Ferry Terminal
Future Expansion Area (South Wharf)
7. Rowes Walk
8. Northern Promenade
9. Dinghy Dock
10. Southern Promenade
11. Central Arch/Public Observatory (above)



Ground Floor Plan



SITE: 400/408 ATLANTIC AVENUE - Downtown/Financial District

OWNER(S): Atlantic Avenue Limited Partnership (400 Atlantic)
Federal Government - U.S. Customs (408 Atlantic)

DEVELOPER(S): Atlantic Avenue Limited Partnerships (400 Atlantic)
Federal Government - U.S. Customs (408 Atlantic)

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: Offices, temporary docking site for commuter boats, airport shuttle.
- o Public Access/ Amenities: Total public access along the water's edge on 240 linear feet of Harborwalk (wood) with benches facing the Fort Point Channel (behind 400 Atlantic Avenue) and 8' wide concrete walk with black metal post railing on Fort Point Channel (behind 408 Atlantic Avenue). Walkway connects to Atlantic Avenue on the northern side of the building. A locked gate at the end of the walkway bars access to Northern Avenue bridge.

DEVELOPMENT PROGRAM:

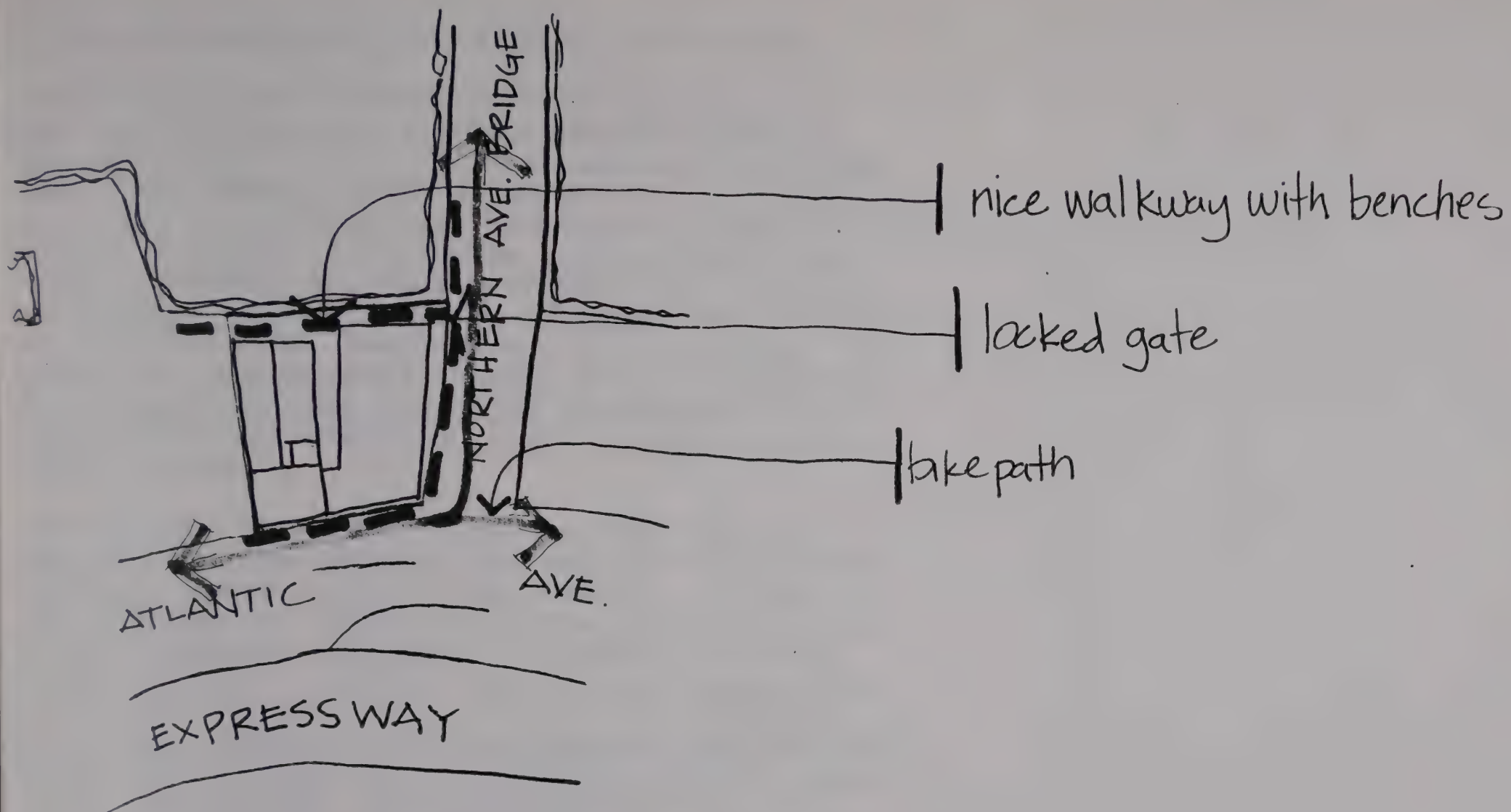
- o Private Uses: None at present.
- o Public Access/ Amenities: N/A

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$264,000 (wood and concrete)
 - Public: \$144,000
 - Private: \$120,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.

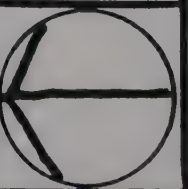




- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Ⓣ Subway Stop
- Ⓣ Bus Stop
- Ⓣ Water Transportation



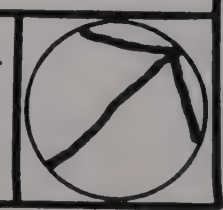
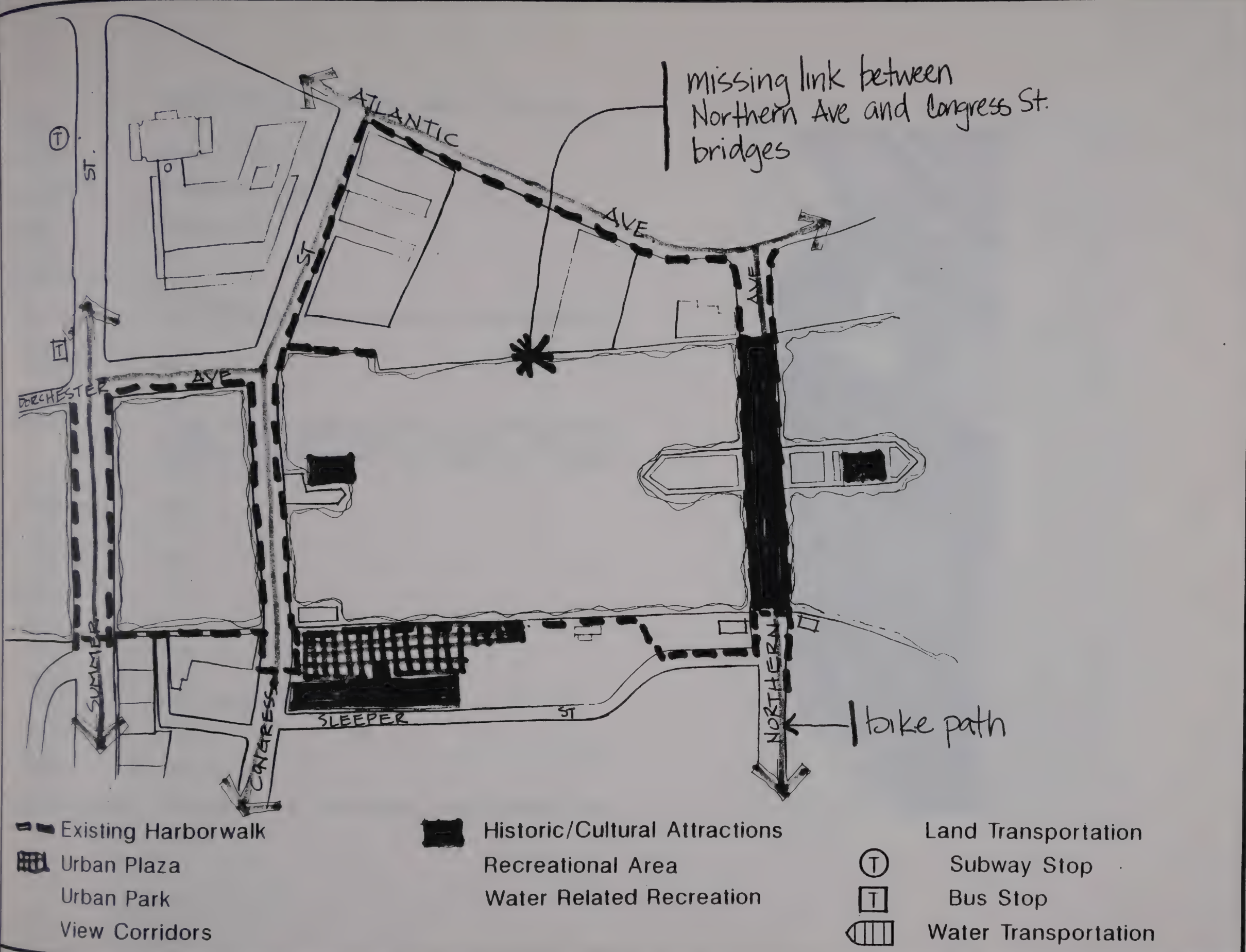
Fort Point Channel District (See Figures 3.46 to 3.48)

The Fort Point Channel district of Harborwalk consists of several segments located on both the downtown and South Boston banks of the Channel, from its opening down to the Summer Street Bridge. Although the district contains a mix of uses, some of which are water-dependent, it reads as a cohesive area because of the narrow configuration of the Channel. Currently, an area in transition from industrial/water-dependent uses to uses more compatible with both the financial district in the downtown area and the office/residential use redevelopment in South Boston, the district offers an opportunity for intense new development which could be attractively complemented with a variety of pedestrian oriented uses.

Certain segments of the district such as the Children's Museum, the Computer Museum, and some office/restaurant uses already include a water's edge walkway. The proposed Harborwalk will extend the existing pieces along the Fort Point Channel to the rest of the district, providing pedestrian linkages to both the Fan Piers development and other areas of South Boston and the Downtown/Financial district. Four bridges crossing the Channel - the existing Northern Avenue Bridge, the new Northern Avenue Bridge, Congress Street Bridge, and Summer Street Bridge will provide opportunities for stronger and more interesting pedestrian links between the Downtown/Financial district and the South Boston neighborhood offering magnificent views of the Harbor, the Channel, and the surrounding developments.

Harborwalk Status

Total = .47 miles
Completed = .34 miles
Planned/Under Construction = 0
To Be Planned = .13 miles



SITE: Channel
 HOOK LOBSTER - Downtown Bank of Fort Point

OWNER(S): Alfred Hook, et al

DEVELOPER(S): Alfred Hook, et al

STATUS: Existing use

EXISTING CONDITIONS:

o Uses: Retail/wholesale lobster company, surface parking

o Public Access/ Amenities: None

DEVELOPMENT PROGRAM:

To be used for staging area for the Central Artery project. Mass. DPW taking in progress. Will not be available for development until completion of Central Artery project.

o Private Uses: N/A

o Public Access/ Amenities: N/A

COSTS:

o Total Project Costs: N/A

o Total Harborwalk Costs: \$210,000 (brick)

Public: - 0 -

Private: \$210,000

RECOMMENDATIONS: 150 linear feet of Harborwalk. See Conceptual Plan.



SITE: Channel

OWNER(S): Harborvista Associates & Limited Partnership

DEVELOPER(S): Harborvista Associates & Limited Partnership

STATUS: Existing use

EXISTING CONDITIONS:

o Uses: Harbor Plaza Office Building

o Public Access/ Amenities: None

DEVELOPMENT PROGRAM:

None at present.

o Private Uses: N/A

o Public Access/ Amenities: N/A

COSTS:

o Total Project Costs: N/A

o Total Harborwalk Costs: \$210,000 (brick)

Public: - 0 -

Private: \$210,000

RECOMMENDATIONS: 150 linear feet of Harborwalk. See Conceptual Plan.



SITE: BOSTON EDISON - Downtown Bank of Fort Point Channel
 OWNER(S): Boston Edison
 DEVELOPER(S): Boston Edison
 STATUS: Existing use
 EXISTING CONDITIONS:
 o Uses: Sub-station facilities and surface parking for Boston Edison employees.
 o Public Access/ None
 DEVELOPMENT PROGRAM: None at present
 o Private Uses: N/A
 o Public Access/ Amenities: N/A
 COSTS:
 o Total Project Costs: N/A
 o Total Harborwalk Costs: \$546,000 (brick)
 Public: - 0 -
 Private: \$546,000
 RECOMMENDATIONS: 390 linear feet of Harborwalk. See Conceptual Plan.



SITE: CHEERS RESTAURANT/RUSSIA WHARF BUILDING
Downtown Bank of Fort Point Channel Bank

OWNER(S): Al Fioranzo - Cheers Restaurant
The Congress Group - Russia Wharf Building

DEVELOPER(S): Al Fioranzo - Cheers Restaurant
The Congress Group - Russia Wharf Building

STATUS: Existing Use

EXISTING
CONDITIONS:

- o Uses: Cheers Restaurant, surface parking, floating office space, rowing club.
- o Public Access/
Amenities: 200 linear feet of Harborwalk.

DEVELOPMENT
PROGRAM:

- o Private Uses: N/A
- o Public Access/
Amenities: N/A

COSTS:

- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$200,000 (wood)
- Public: - 0 -
- Private: \$200,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.



SITE: DORCHESTER AVENUE - Downtown Bank of Fort Point Channel

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing public right-of-way from Congress Street to Summer Street.

EXISTING CONDITIONS:

- o Uses: Vehicular and pedestrian roadway.
- o Public Access/ Amenities: 300 linear feet of Harborwalk.

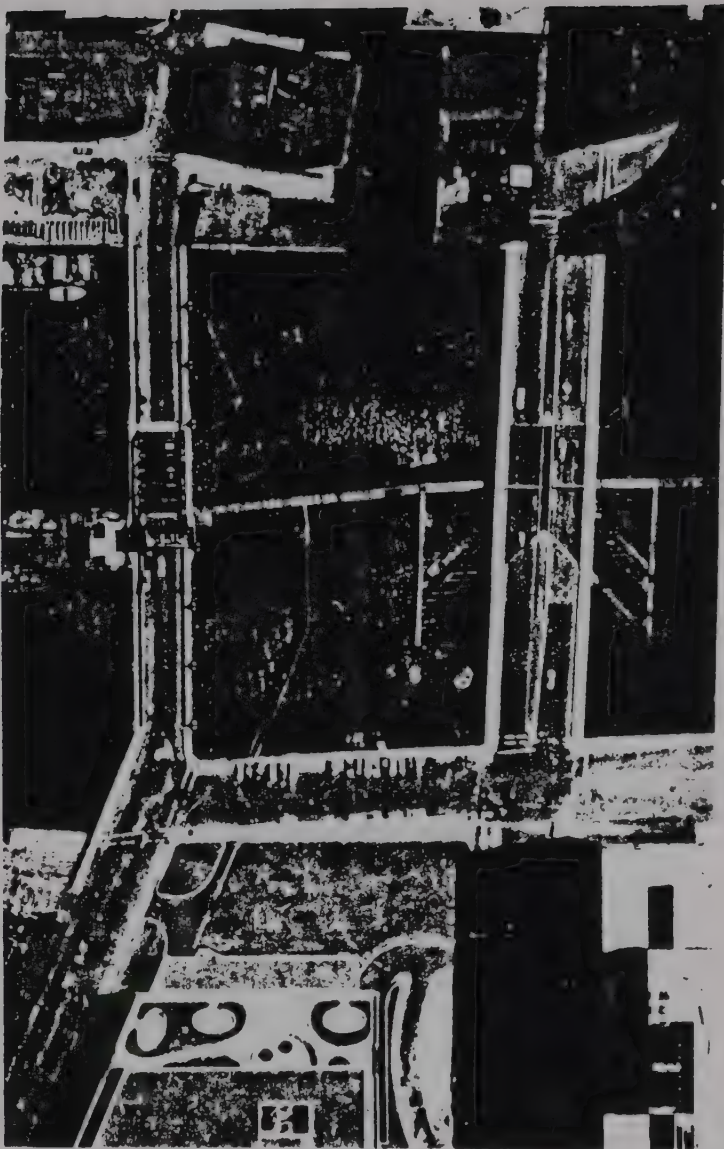
DEVELOPMENT PROGRAM:

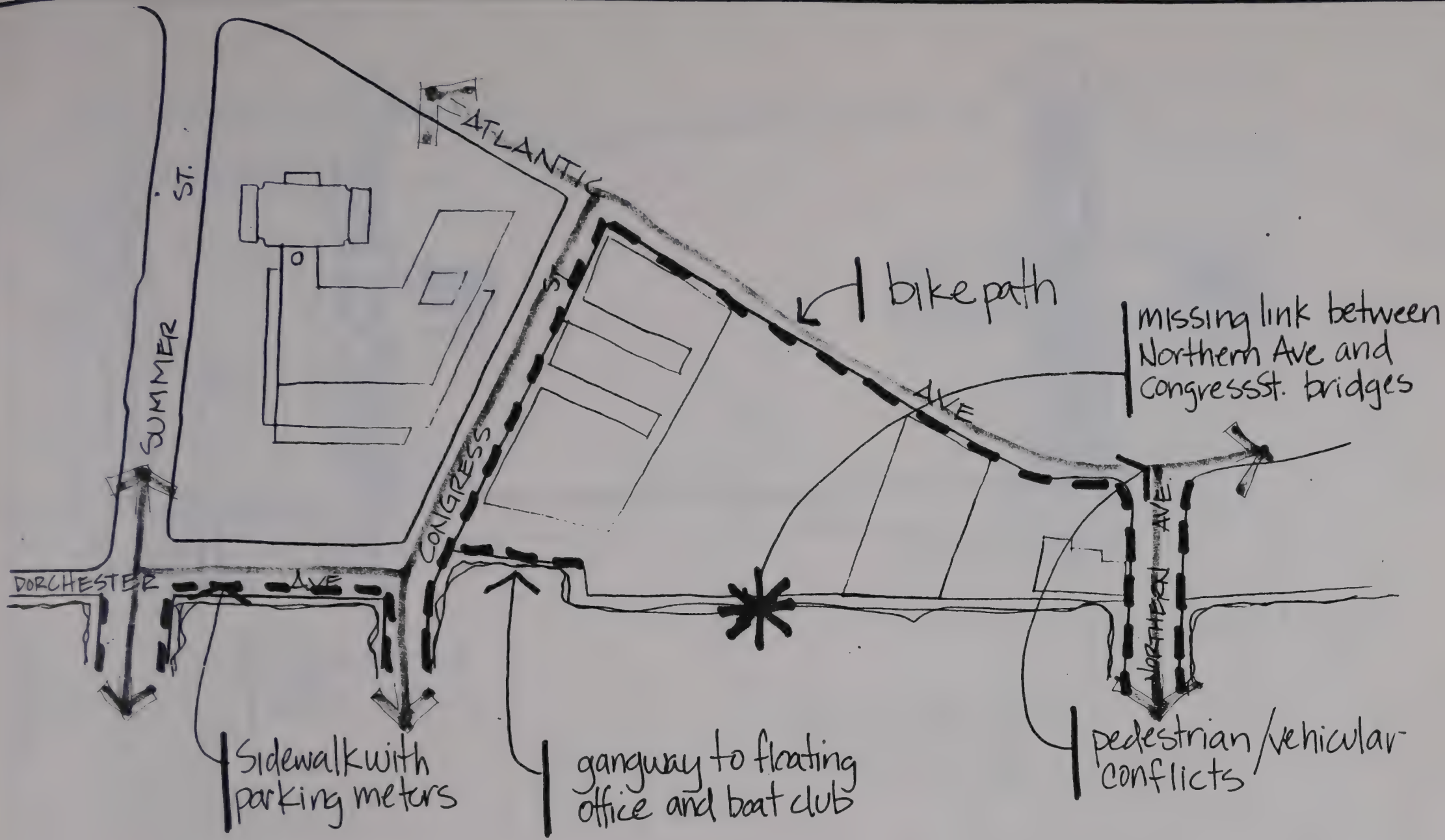
- o Private Uses: N/A
- o Public Access/ Amenities: N/A

COSTS:

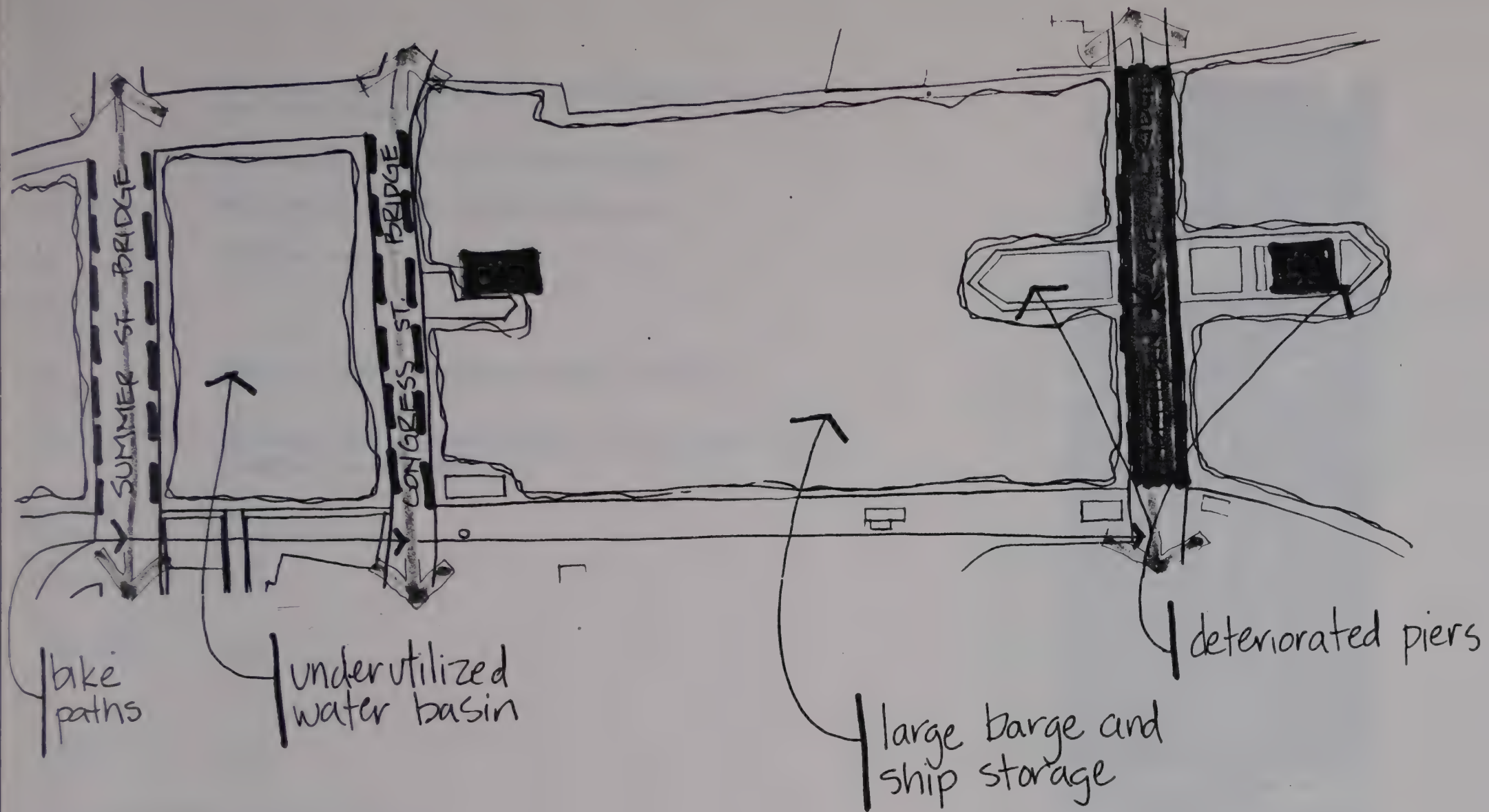
- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$360,000 (concrete)
- Public: \$360,000
- Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.





- | | | |
|--|--|--|
| <ul style="list-style-type: none"> Existing Harborwalk Urban Plaza Urban Park View Corridors | <ul style="list-style-type: none"> Historic/Cultural Attractions Recreational Area Water Related Recreation | <p>Land Transportation</p> <ul style="list-style-type: none"> Subway Stop Bus Stop Water Transportation |
|--|--|--|



Existing Harborwalk
Urban Plaza
Urban Park
View Corridors

Historic/Cultural Attractions
Recreational Area
Water Related Recreation

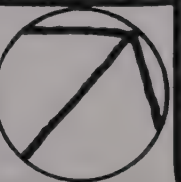
Land Transportation
Subway Stop
Bus Stop
Water Transportation

HARBORWALK

124

BRIDGES

Fig. No.
3.47a



SITE: THE CHANNEL BUILDING - South Boston Bank of
Fort Point Channel

OWNER(S): 260 Summer Street Limited Partnership

DEVELOPER(S): 260 Summer Street Limited Partnership

STATUS: Existing use

EXISTING
CONDITIONS:

o Uses: Offices - newly renovated 6-story building

o Public Access/
Amenities: 90 linear feet of Harborwalk (6' wide wooden) with
metal and wood railing.

DEVELOPMENT
PROGRAM:

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

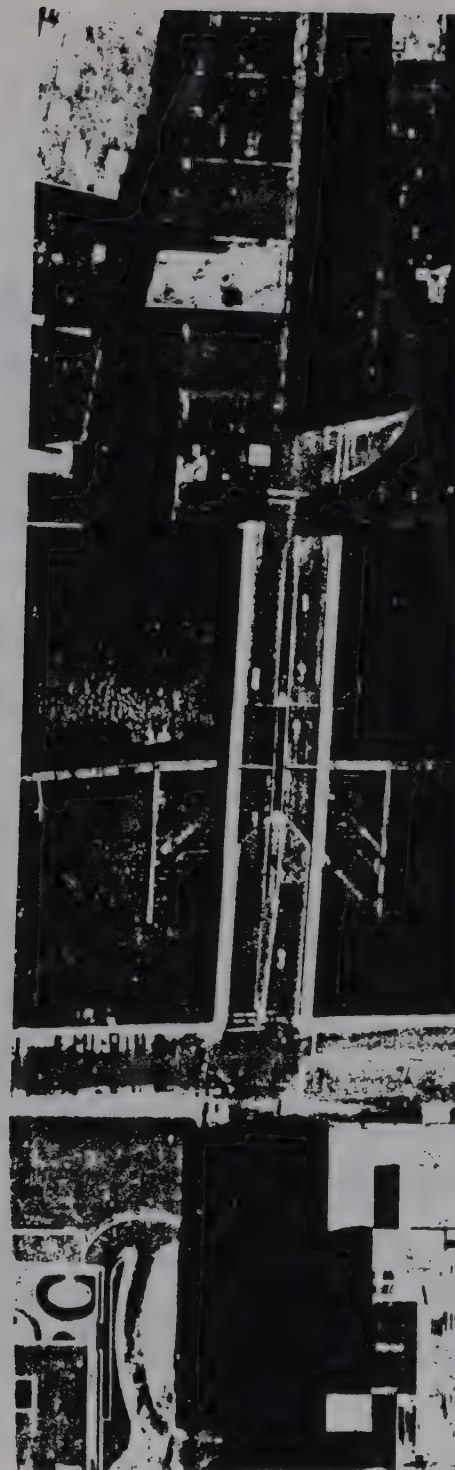
o Total Project
Costs: N/A

o Total Harborwalk
Costs: \$90,000 (wood)¹

Public: - 0 -

Private: \$90,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.



SITE: OLYMPIC BANK BUILDING - South Boston Bank of Fort Point Channel

OWNER(S): John Lakian Trust

DEVELOPER(S): John Lakian Trust

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: Offices - 6-story Olympic Bank Building
- o Public Access/ Amenities: 230 linear feet of Harborwalk connecting Summer Street and Congress Street bridges.

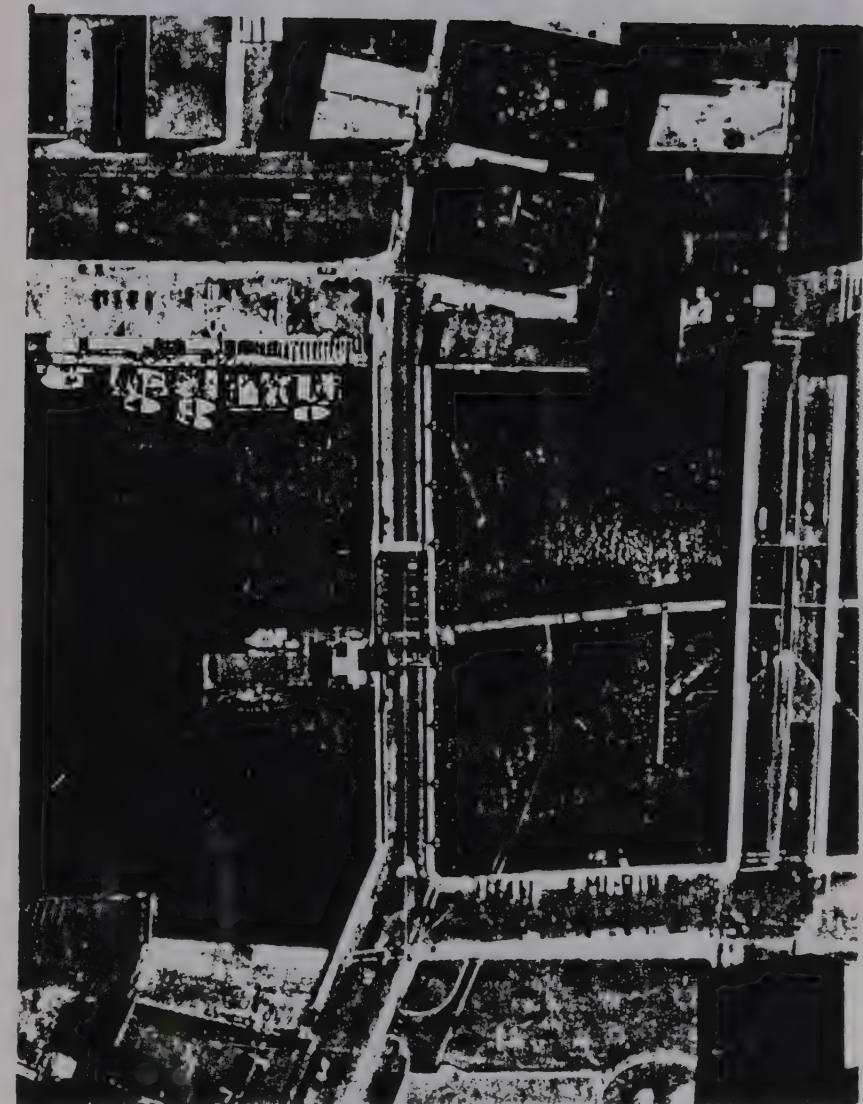
DEVELOPMENT PROGRAM:

- o Private Uses: N/A
- o Public Access/ Amenities: N/A

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$276,000 (concrete)
- Public: - 0 -
- Private: \$276,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



SITE: CHILDREN'S/COMPUTER MUSEUM - South Boston Bank of Fort Point Channel

OWNER(S): Wharf Museum, Inc.

DEVELOPER(S): Wharf Museum, Inc.

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: Children's/Computer Museum, Hoods bottle concession stand.
- o Public Access/Amenities: Landscaped terrace, 520 linear feet of Harborwalk with iron railing and chain.

DEVELOPMENT PROGRAM:

Currently preparing a Draft Master Plan.

- o Private Uses: Not yet defined.
- o Public Access/Amenities: Improvements to and expansion of existing public access/amenities.

COSTS:

- o Total Project Costs: To be determined.
- o Total Harborwalk Costs: \$520,000 (wood)
- Public: - 0 -
- Private: \$520,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



SITE: VICTORIA STATION - South Boston Bank of Fort Point Channel

OWNER(S): Farrell's Dock and Terminal Co.
c/o Victoria Station, Inc.

DEVELOPER(S): Farrell's Dock and Terminal Co.

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: Victoria Station Restaurant, parking and storage area.
- o Public Access/ Amenities: 160 linear feet of Harborwalk (wood) along Fort Point Channel with restaurant patio.

DEVELOPMENT PROGRAM:

- o Private Uses: N/A
- o Public Access/ Amenities: N/A

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$160,000 (wood)
- Public: - 0 -
- Private: \$160,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



SITE: FARRELL OCEAN SERVICES - South Boston Bank of Fort Point Channel

OWNER(S): Hugh Farrell

DEVELOPER(S): Hugh Farrell

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: Construction activities
- o Public Access/ Amenities: 100 linear feet of Harborwalk (wood)

DEVELOPMENT PROGRAM:

- o Private Uses: N/A
- o Public Access/ Amenities: N/A

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$100,000 (wood)
- Public: - 0 -
- Private: \$100,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



SITE: NEPTUNE LOBSTER - South Boston Bank of Fort Point Channel

OWNER(S): James J. Deady Trust

DEVELOPER(S): James J. Deady Trust

STATUS: Existing Use

EXISTING CONDITIONS:

- o Uses: Lobster Company and restaurant
- o Public Access/Amenities: 220 linear feet of Harborwalk (concrete)

DEVELOPMENT PROGRAM:

- None at present
- o Private Uses: N/A
- o Public Access/Amenities: N/A

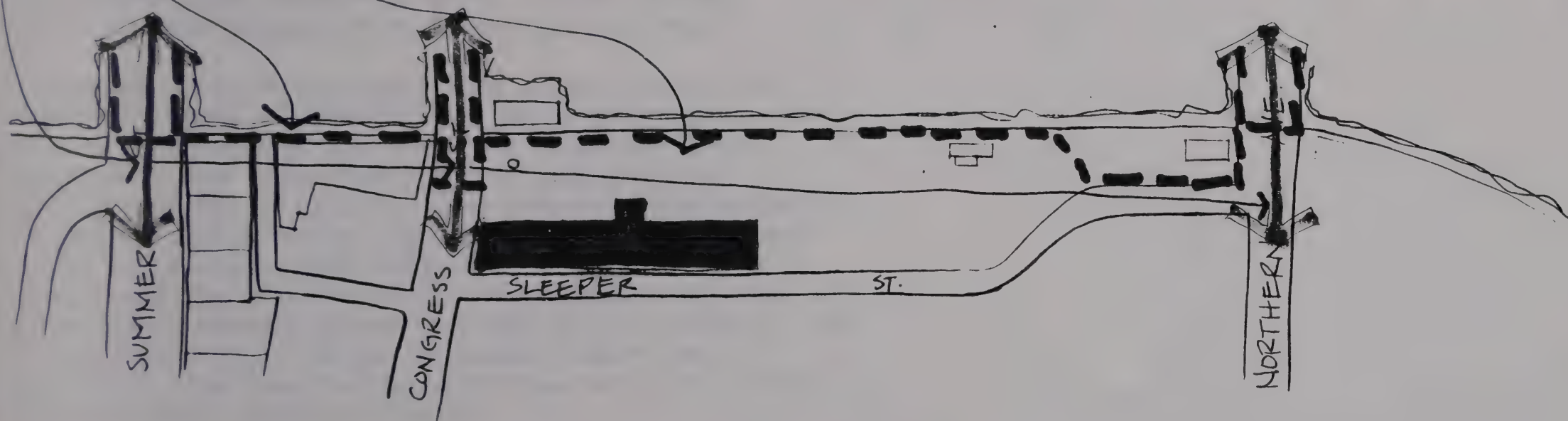
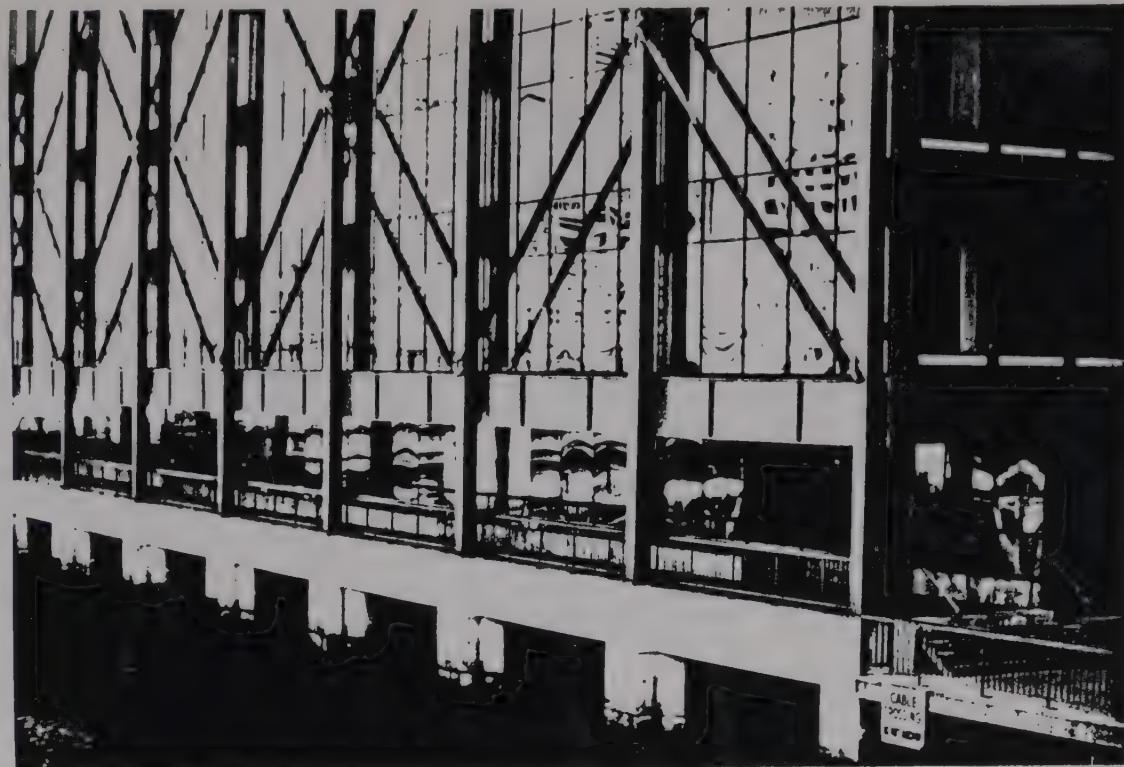
COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$264,000 (concrete)
- Public: - 0 -
- Private: \$264,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



| bike paths
 | existing passageway
 | boardwalk



■ Existing Harborwalk
 ■ Urban Plaza
 ■ Urban Park
 ■ View Corridors

■ Historic/Cultural Attractions
 ■ Recreational Area
 ■ Water Related Recreation

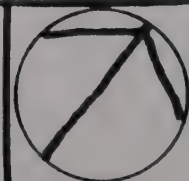
Land Transportation
 (T) Subway Stop
 (T) Bus Stop
 (T) Water Transportation

HARBORWALK

131

SOUTH BOSTON BANK

Fig. No.
3-48



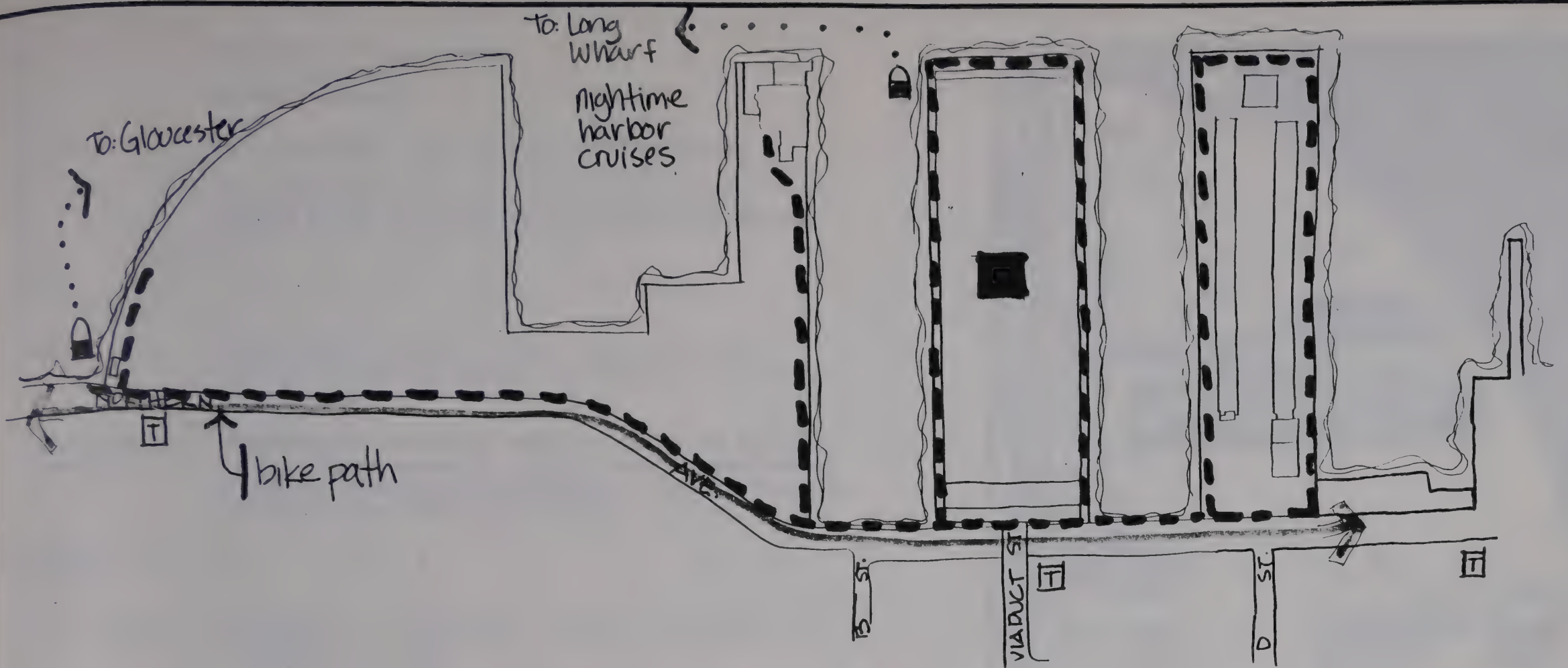
South Boston District (See Figures 3.49 to 3.53)

The South Boston district of Harborwalk, Phase I includes the Fan Piers, Commonwealth Pier, Fish Pier, and the Northern Avenue commercial strip between Pier 4 and the Fish Pier. Presently, most of the Fan Piers area is used for surface parking with the exception of Anthony's Pier 4 Restaurant at the end of Pier 4 and a few small retail seafood outlets. Access to the water's edge is limited, and the whole stretch of seawall along the Fan Pier is in dilapidated condition. Public access is presently provided into and around the recently rehabilitated World Trade Center on Commonwealth Pier. Fish Pier also presently provides for public access as well as interesting opportunities to view commercial fishing activities. Seafood restaurants such as the "No Name" on Fish Pier and Jimmy's, Jimbos, and others dominate the commercial strip on and around Northern Avenue between Pier 4 and the Fish Pier.

The proposed Fan Piers project, the largest waterfront development project in Boston, will be an extension to the Downtown/Financial district, carrying a dense, urban character over the Fort Point Channel and onto the northern tip of South Boston. The proposed Harborwalk in these projects will provide a great variety of Harbor experiences to residents and visitors including a unique walkway along the Fan Pier Canal and spectacular views of the Downtown/Financial district as well as the Harbor. The Fan Piers Harborwalk will be connected to the rest of Harborwalk by the new Northern Avenue and the existing and new Northern Avenue Bridges.

Harborwalk Status

Total = 3.07 miles
Completed = 1.50 miles
Planned/Under Construction = 1.57 miles
To Be Planned = 0



Existing Harborwalk
Urban Plaza
Urban Park
View Corridors

Historic/Cultural Attractions
Recreational Area
Water Related Recreation

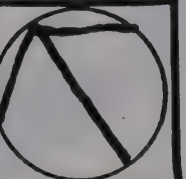
Land Transportation
Subway Stop
Bus Stop
Water Transportation

HARBORWALK

133

SOUTH BOSTON

Fig. No.
349



SITE: FAN PIERS - South Boston

OWNER(S): Anthony Athanas

DEVELOPER(S): HBC Associates - The Boston Mariner Company

STATUS: The project is in the final design review/public hearing stage, with completion scheduled for summer, 1995.

EXISTING CONDITIONS:

o Uses: Vacant land, surface parking, Anthony's Pier 4 Restaurant (35-acre parcel - 25 acres land, 10 acres water).

o Public Access/ Amenities: Limited public access to water's edge on the Fan Pier parcel; limited access to southern and northern edges of Pier 4. Boat cruise to Gloucester, leaving from the Fan Pier is the only public amenity.

DEVELOPMENT PROGRAM:

o Private Uses: 1,526,000 s.f. residential, condominiums (1,050 units)
1,897,000 s.f. office
234,000 s.f. retail
920,000 s.f. hotel (1,100 rooms)
5,150 car underground garage

o Public Access/ Amenities: Approximately 110,000 s.f. devoted to public/cultural uses; 15 acres (including roads) of public open space (approximately 60% of land area) including a waterfront park, Harborpark overlook, a pedestrian plaza, a linear park along Pier 4; marina for increased water transportation and recreational activity; public docking facilities; on-demand water taxi; fishing pier; 230 linear feet docking space; total of 9,390 linear feet of Harborwalk (including 2,000 linear feet canal promenade).

COSTS:

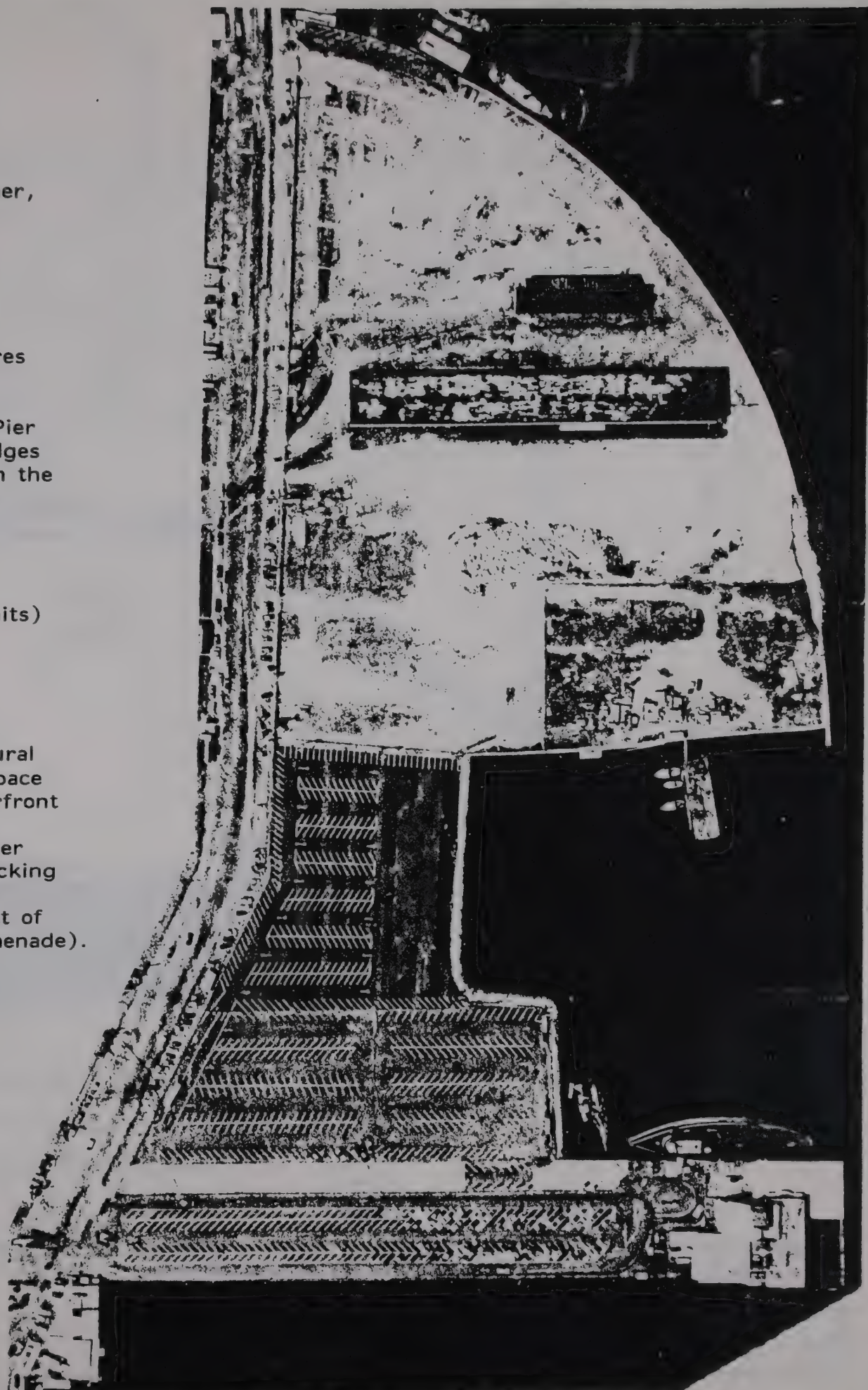
o Total Project Costs: \$1.1 billion

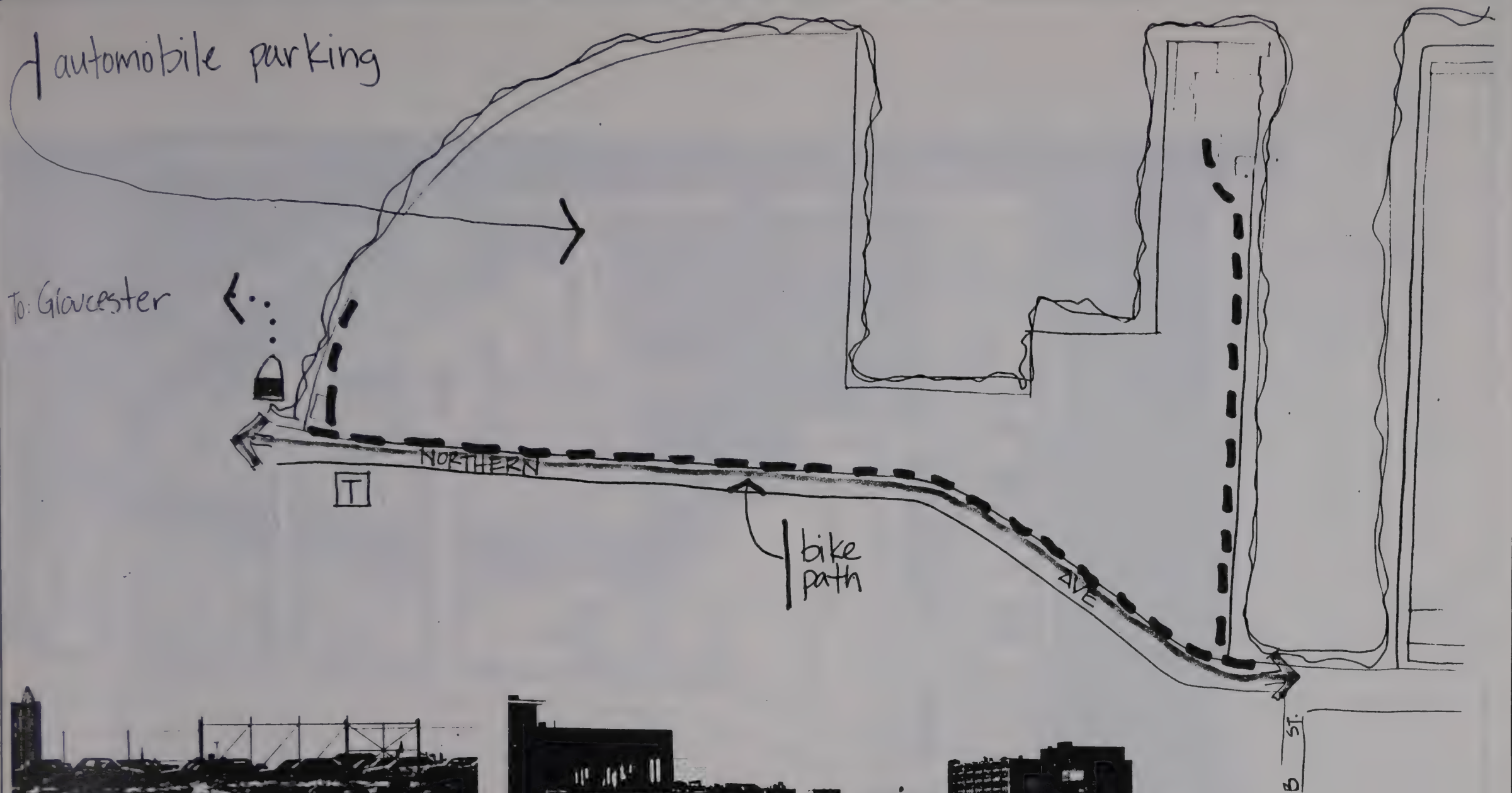
o Total Harborwalk Costs: \$19,719,000 (granite)

Public: - 0 -

Private: \$19,719,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to proposed walkway.





- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

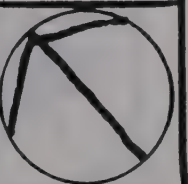
- Land Transportation
 - Subway Stop
 - Bus Stop
- Water Transportation

HARBORWALK

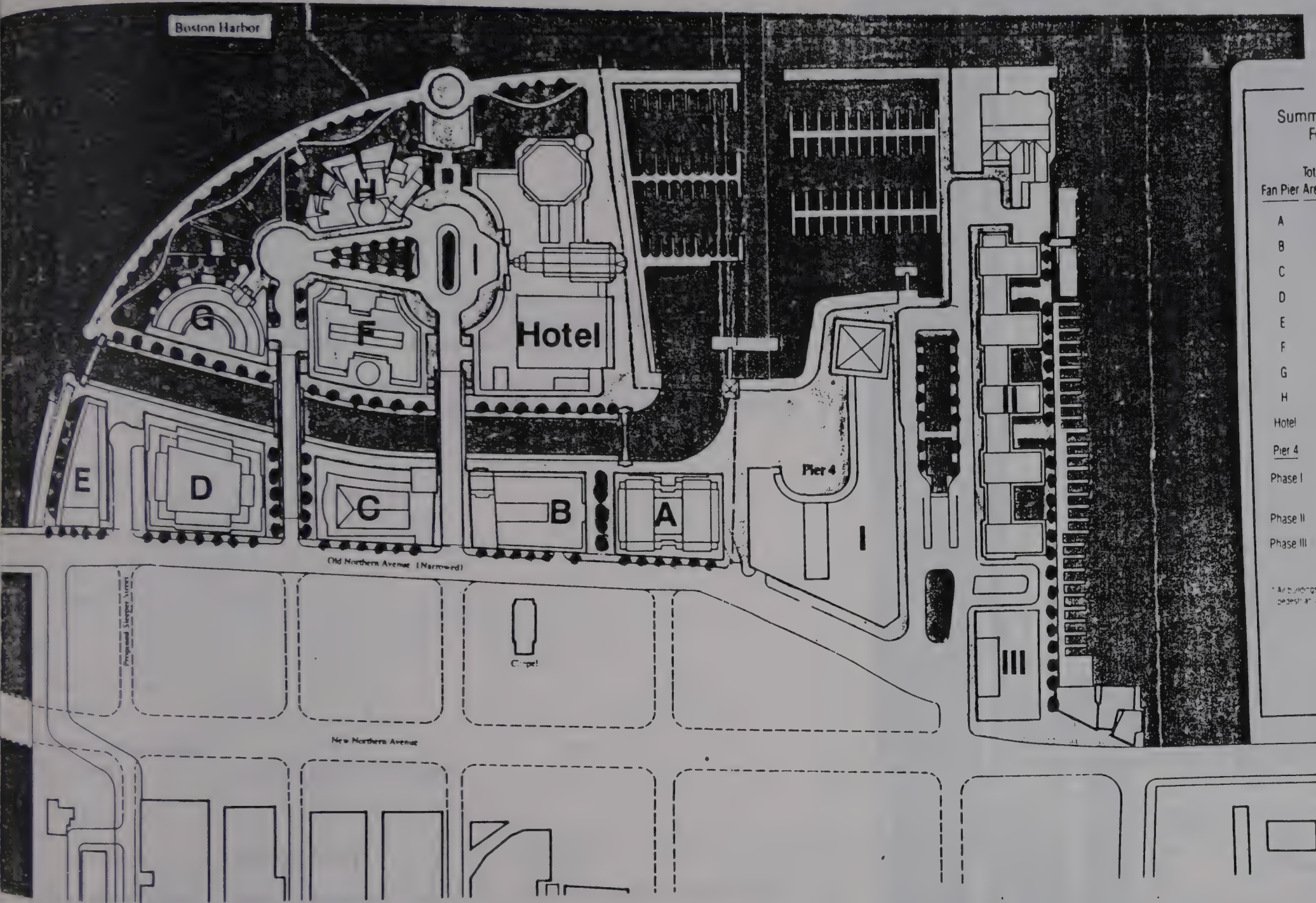
135

FAN PIERS

Fig. No.
3-50



Boston Harbor



Summary Of Schematic Design
For Current Proposals

	Total Building Fan Pier Area (Sq. Ft.)	Building Height	Predominant Uses*
A	510,160	325'	office
B	191,330	122'	office
C	173,540	122'	office
D	623,890	334'	office
E	110,000	110'	cultural/museum
F	470,520	220'	residential
G	260,880	188'	residential
H	149,750	131'	residential
Hotel	692,417	450'	hotel
Pier 4			
Phase I	759,307	389'	residential hotel & office
Phase II	448,167	122'	residential
Phase III	433,000	290'	residential & office

*All buildings have ground floor retail uses along sidewalks and pedestrian areas.

SITE PLAN

*Project is in planning stage;
site plan may be revised.



SITE: COMMONWEALTH PIER - South Boston

OWNER(S): Massachusetts Port Authority

DEVELOPER(S): Fidelity Investments
Forge Development Corp.
Pier 5 Limited Partnership
John Drew Company, Inc.
O'Connell Development, Inc.

STATUS: Existing Use

EXISTING CONDITIONS:

- o Uses: World Trade Center (marketing, conference, exhibition space, International Food Pavilion), Bay State Provincetown Cruises docking area.
- o Public Access/ Amenities: World Trade Center boat shuttle to Long Wharf; 3,150 linear feet of Harborwalk around the building's perimeter.

DEVELOPMENT PROGRAM:

- o Private Uses: N/A
- o Public Access/ Amenities: N/A

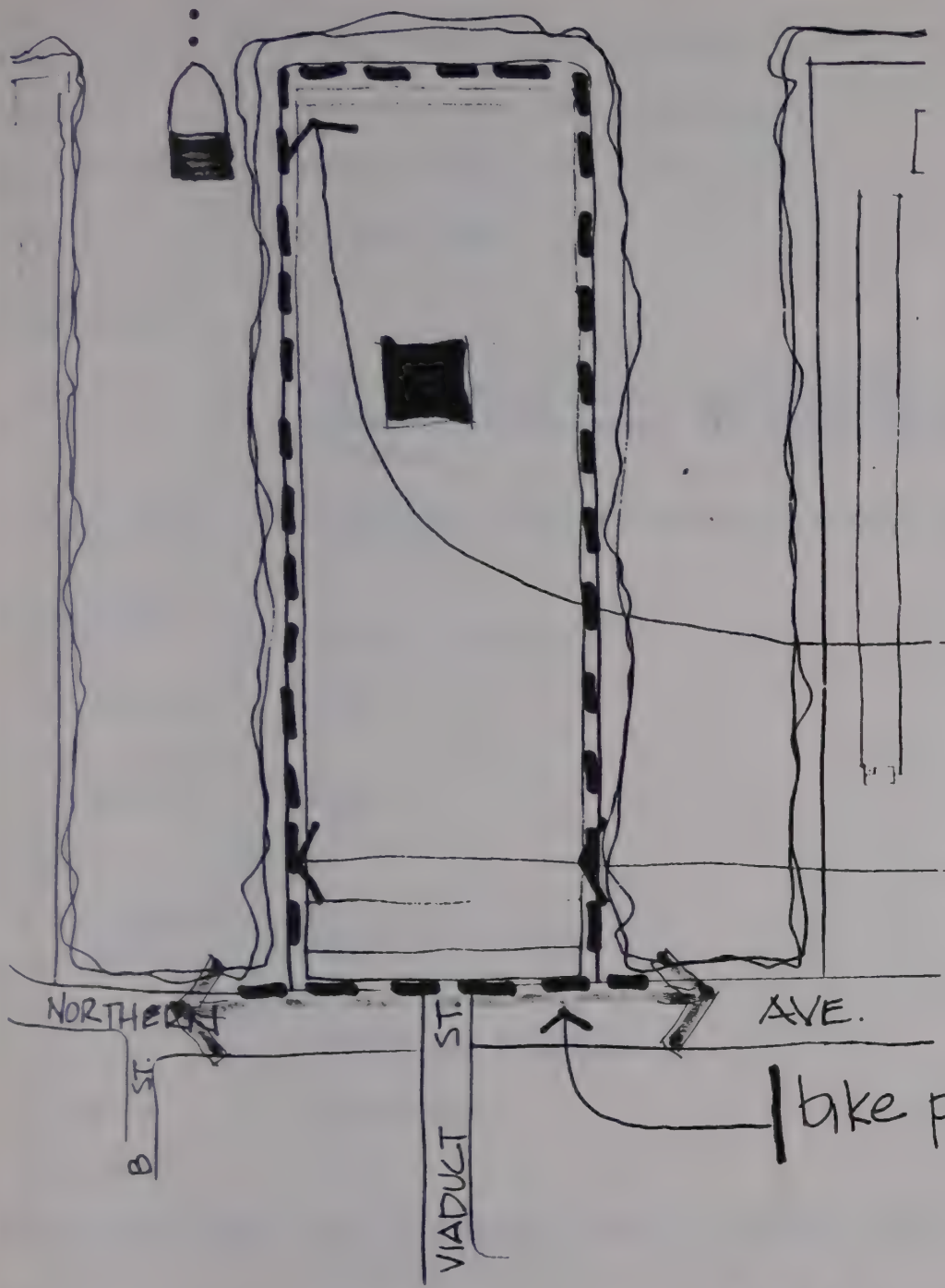
COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$3,780,000 (concrete)
- Public: - 0 -
- Private: \$3,780,000

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



→ To: Long Wharf
nighttime harbor cruises



restaurant at walkway level

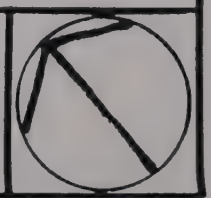
nicely established walkway

bike path

- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
- Subway Stop
- Bus Stop
- Water Transportation



SITE: FISH PIER - South Boston

OWNER(S): Massachusetts Port Authority

DEVELOPER(S): Massachusetts Port Authority

STATUS: Existing use

EXISTING
CONDITIONS:

- o Uses: Fish processing plant; docking for fishing boats; commercial office space; "No Name" Restaurant; parking.
- o Public Access/ Amenities: — 3,670 linear feet of Harborwalk around the building's perimeter.

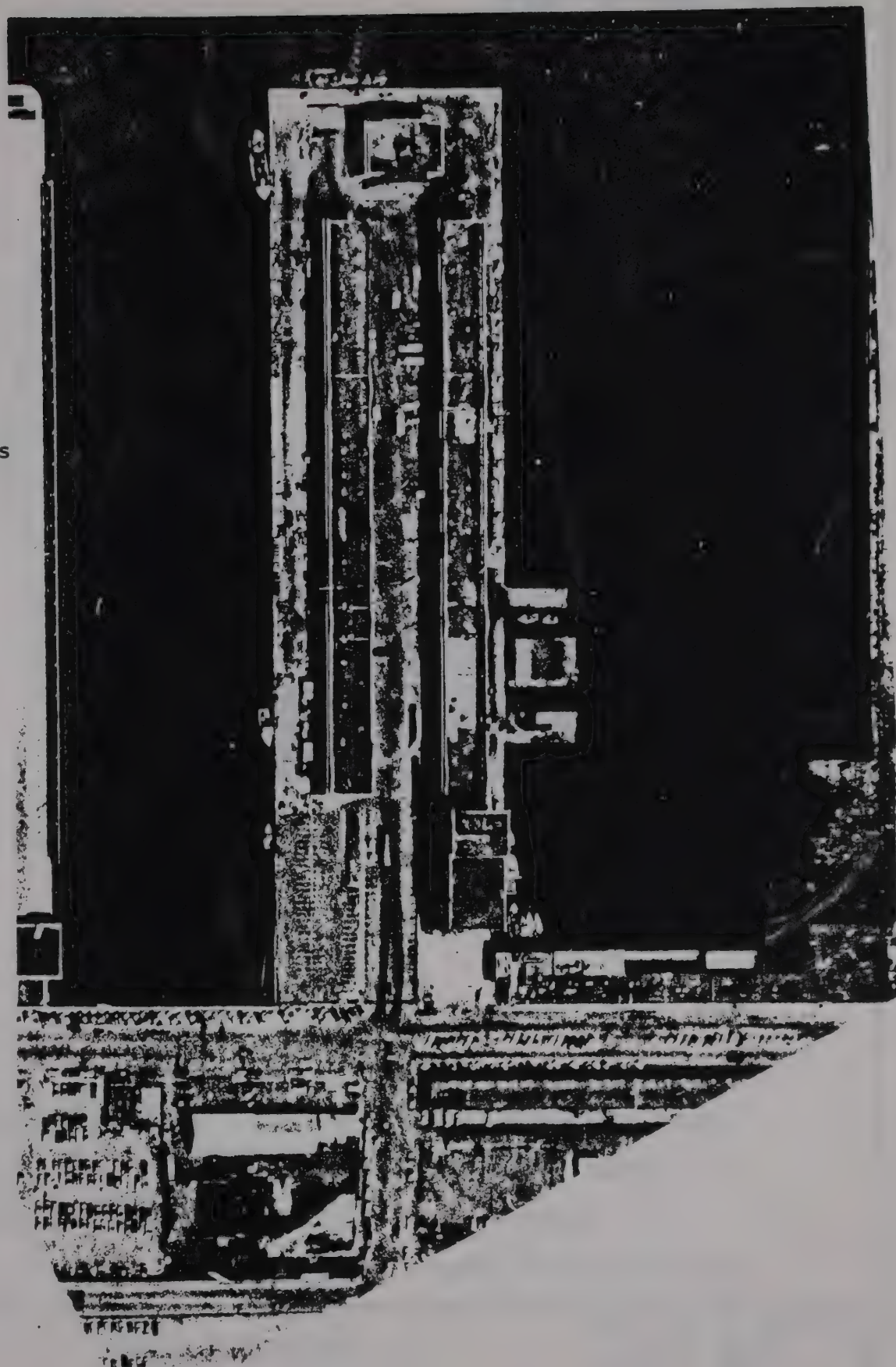
DEVELOPMENT
PROGRAM:

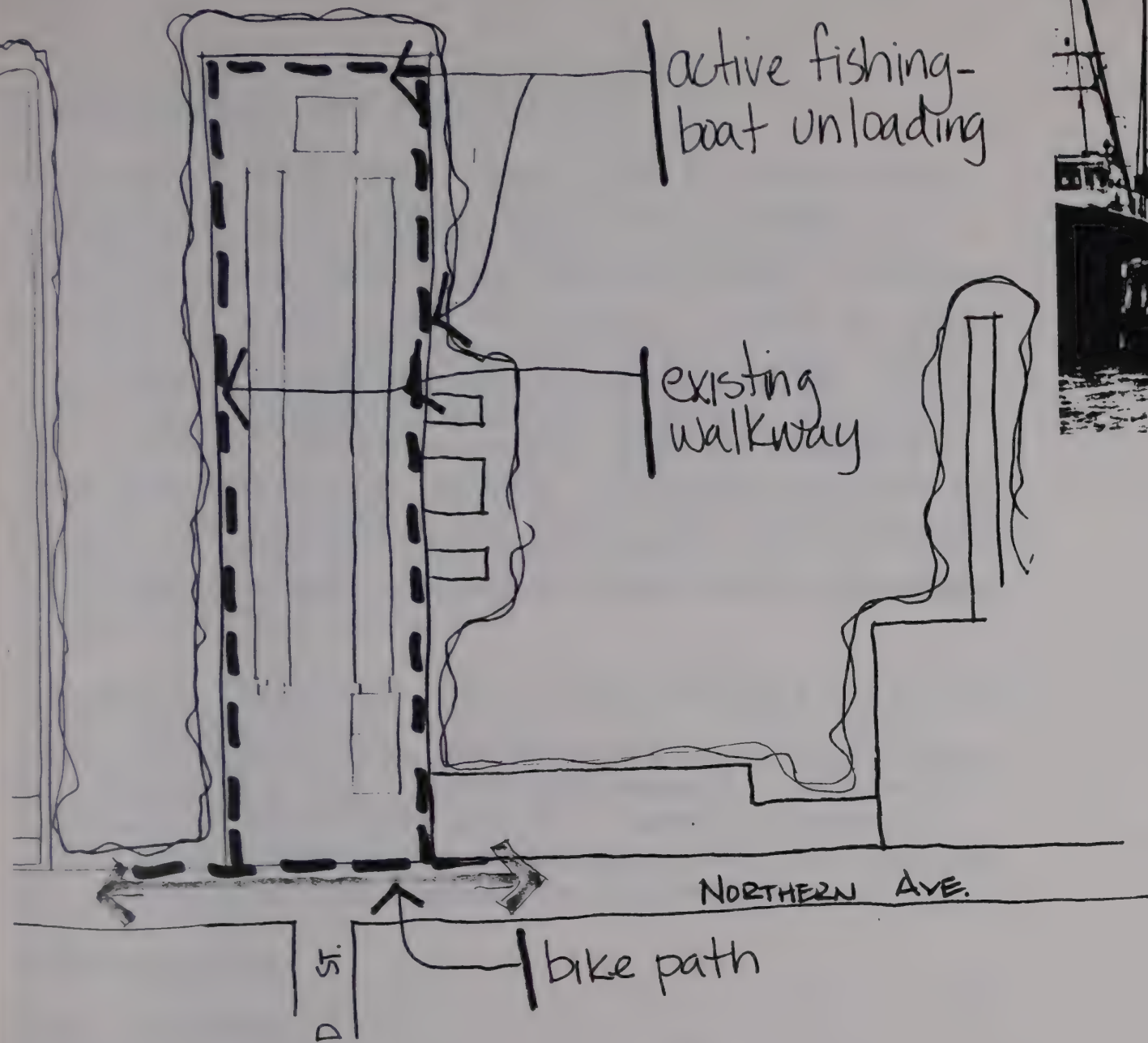
- o Private Uses: N/A
- o Public Access/ Amenities: N/A

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$4,404,000 (concrete)
- Public: \$4,404,000
- Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.

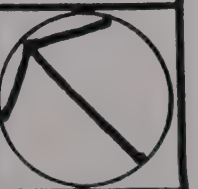




- Existing Harborwalk
- Urban Plaza
- Urban Park
- View Corridors

- Historic/Cultural Attractions
- Recreational Area
- Water Related Recreation

- Land Transportation
 - Subway Stop
 - Bus Stop
- Water Transportation



Connectors District (See Figure 3.54)

The districts of Harborwalk, Phase I will be linked to one another and the inner neighborhoods with a number of connectors including: Chelsea Street, Constitution Road, Charlestown Bridge, MDC Locks, Beverly Street, Commercial Street/Atlantic Avenue, Walk-to-the-Sea, Existing and New Northern Avenue Bridges, Congress Street Bridge, Summer Street Bridge, Existing and New Northern Avenues, and numerous inner neighborhood streets linking to the connectors. Currently, pedestrian access exists on sidewalks on most of these connectors; however, in general there are no direct and clear linkages to the water's edge and no special provisions for bicyclists. In most instances, the connectors are vehicular-oriented, creating an unsafe and uninteresting experience for other users.

The proposed Harborwalk along these connectors will provide the walking/jogging/bicycling public with a safe and interesting passageway from one district to another as well as from Harborwalk to the inner neighborhoods. Included on the connectors' Harborwalk will be a variety of public-oriented retail activities and landscaping which will provide for a pleasant and lively pedestrian environment.

Harborwalk Status

Total = 1.99 miles*

Completed = 1.63 miles

Planned/Under Construction = .36 miles

To Be Planned = 0

* Mileage includes only those connectors which are part of the water's edge Harborwalk system; i.e., MDC Locks, Charlestown Bridge, Beverly Street, Existing and New Northern Avenue Bridges, Congress Street Bridge, and Summer Street Bridge.

SITE: CHELSEA STREET - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing use

EXISTING
CONDITIONS:

- o Uses: Public right-of-way extending along the length of the Charlestown Navy Yard.
- o Public Access/
Amenities: Sidewalks non-existent in some areas.

DEVELOPMENT
PROGRAM: Ongoing repair and reconstruction.

- o Private Uses: N/A
- o Public Access/
Amenities: N/A

COSTS:

- o Total Project
Costs: Unknown
- o Total Harborwalk
Costs: N/A
- Public: N/A
- Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.

SITE: CONSTITUTION ROAD - Connector

OWNER(S): Massachusetts Department of Public Works

DEVELOPER(S): Massachusetts Department of Public Works

STATUS: Existing Use

EXISTING
CONDITIONS:

o Uses: Public right-of-way extending between Charlestown
Navy Yard, Gate 1 and Paul Revere Landing.

o Public Access/
Amenities: Sidewalks non-existent in some areas.

DEVELOPMENT
PROGRAM: Ongoing repair and reconstruction.

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

o Total Project
Costs: Unknown

o Total Harborwalk
Costs: N/A

Public: N/A

Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.

SITE: CHARLESTOWN BRIDGE - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing use

EXISTING CONDITIONS:

o Uses: Vehicular and pedestrian bridge linking Charlestown to the North End/North Station areas.

o Public Access/ Amenities: 3,720 linear feet of Harborwalk (5' sidewalks).

DEVELOPMENT PROGRAM:

o Private Uses: N/A

o Public Access/ Amenities: N/A

COSTS:

o Total Project Costs: N/A

o Total Harborwalk Costs: \$3,720,000 (metal)

Public: \$3,720,000

Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



SITE: MDC LOCKS - Connector

OWNER(S): Commonwealth of Massachusetts - Massachusetts District Commission

DEVELOPER(S): Commonwealth of Massachusetts - Massachusetts District Commission

STATUS: Existing use

EXISTING CONDITIONS:

- o Uses: Charles River Dam and locks with pumping house; Metro Police Marine Station with two boat docks.
- o Public Access/ Amenities: Total public access over the locks connecting the North Station area to Paul Revere Landing on 1,310 linear feet of concrete walkway (7' wide) with steel metal railing.

DEVELOPMENT PROGRAM:

- o Private Uses: None at present.
- o Public Access/ Amenities: N/A Public access will be substantially restricted by the Central Artery North Area project for the next ten years on adjoining parcels leading to the Locks.

COSTS:

- o Total Project Costs: N/A
- o Total Harborwalk Costs: \$1,572,000 (concrete)
- Public: \$1,572,000
- Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.



SITE:	BEVERLY STREET - Connector
OWNER(S):	City of Boston
DEVELOPER(S):	City of Boston
STATUS:	Existing use
EXISTING CONDITIONS:	
o Uses:	Public right-of-way.
o Public Access/ Amenities:	330 linear feet of Harborwalk with public open space and benches.
DEVELOPMENT PROGRAM:	None at present.
o Private Uses:	N/A
o Public Access/ Amenities:	N/A Public access will be substantially restricted by the staging activities for the Central Artery North Area project during the next ten years.
COSTS:	
o Total Project Costs:	N/A
o Total Harborwalk Costs:	\$396,000 (concrete)
Public:	\$396,000
Private:	- 0 -
RECOMMENDATIONS:	See Conceptual Plan for proposed improvements to existing walkway.

SITE: COMMERCIAL STREET/ATLANTIC AVENUE - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing public right-of-way

EXISTING
CONDITIONS:

o Uses: The only continuous roadway along the Downtown-North End Waterfront edge of Boston Harbor. Width varies from 44' to 80'. Name changes from Atlantic to Commercial at Lewis Wharf where Commercial Street intersects Fleet Street.

o Public Access/
Amenities: Lined on both sides with sidewalks.

DEVELOPMENT
PROGRAM: None at present

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

o Total Project
Costs: N/A

o Total Harborwalk
Costs: N/A

Public: N/A

Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.

SITE: WALK-TO-THE-SEA - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Development is complete

EXISTING
CONDITIONS:

o Uses: Public walkway

o Public Access/
Amenities: Public walkway starts at Three Center Plaza,
continues through Government Center and Quincy
Market and ends at Waterfront Park, guiding
pedestrians from Downtown Boston to the Harbor, with
varying pavement treatment - brick, concrete.
Amenities on the walkway include: retail shops,
historic landmarks, benches, landscaping, public open
space.

DEVELOPMENT
PROGRAM:

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

o Total Project
Costs: N/A

o Total Harborwalk
Costs: N/A

Public: N/A

Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.

SITE: EXISTING NORTHERN AVENUE BRIDGE - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Engineering and design studies are currently underway for reuse of the historic swing bridge.

EXISTING CONDITIONS:

o Uses: Historic swing bridge provides vehicular and pedestrian link from downtown/financial district to South Boston.

o Public Access/ Amenities: Pedestrian access is provided on both sides of the bridge via 1,200 linear feet of Harborwalk. As the first bridge on the Channel, provides excellent views of the Harbor, Logan Airport, and East Boston.

DEVELOPMENT PROGRAM:

o Private Uses: A museum or a restaurant might be included.

o Public Access/ Amenities: Viewing area, marina slips, a stronger pedestrian link between downtown/financial district and South Boston.

COSTS:

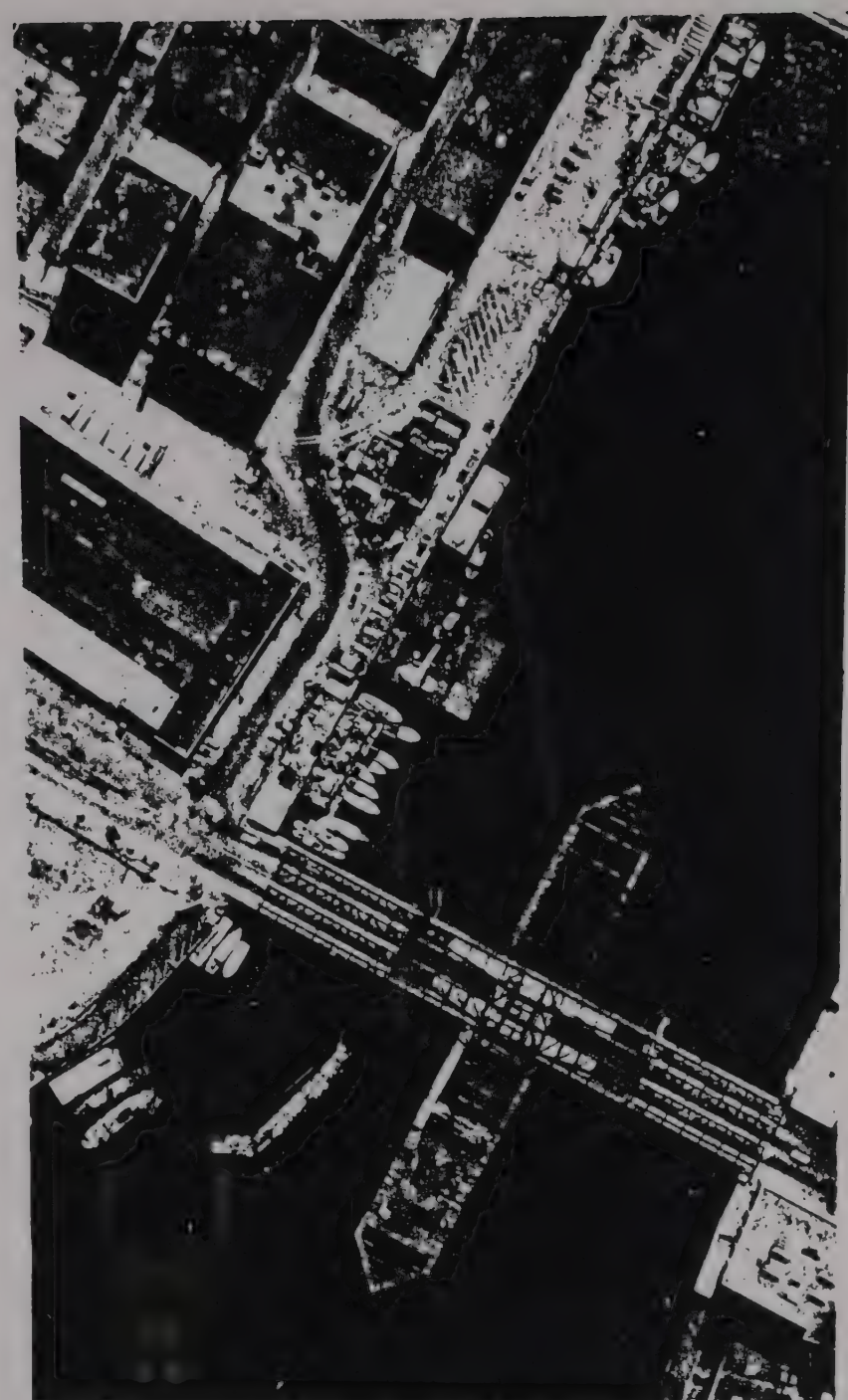
o Total Project Costs: To be determined.

o Total Harborwalk Costs: \$1,920,000 (wood and metal)

Public: \$1,920,000

Private: - 0 -

RECOMMENDATIONS: An additional 720 linear feet of Harborwalk. See Conceptual Plan.



SITE: NEW NORTHERN AVENUE BRIDGE - Connector

OWNER(S): Commonwealth of Massachusetts

DEVELOPER(S): Mass. Department of Public Works

STATUS: Advanced planning and design studies, construction of superstructure underway.

EXISTING CONDITIONS: No bridge currently exists at this location.

o Uses: N/A

o Public Access/ Amenities: N/A

DEVELOPMENT PROGRAM:

o Private Uses: N/A

o Public Access/ Amenities: New bridge will provide a transportation link from the Downtown/Financial District to South Boston. Pedestrian elements include a South Boston passageway, prominent handicap-accessible stair connections, 1,170 linear feet of Harborwalk.

COSTS:

o Total Project Costs: To be determined.

o Total Harborwalk Costs: \$1,404,000 (concrete)

Public: \$1,404,000

Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to proposed walkway.

SITE: CONGRESS STREET BRIDGE - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing bridge

EXISTING
CONDITIONS:

- o Uses: Vehicular and pedestrian bridge linking the Downtown/
Financial District to South Boston.
- o Public Access/
Amenities: Sidewalks - 1,050 linear feet of Harborwalk.

DEVELOPMENT
PROGRAM:

- o Private Uses: N/A
- o Public Access/
Amenities: N/A

COSTS:

- o Total Project
Costs: N/A
- o Total Harborwalk
Costs: \$1,260,000 (concrete)
- Public: \$1,260,000
- Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.

SITE: SUMMER STREET BRIDGE - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing bridge crossing Fort Point Channel,
connecting the Financial District to South Boston.

EXISTING
CONDITIONS:

o Uses: Public bridge

o Public Access/
Amenities: Sidewalks 1,000 linear feet of Harborwalk.

DEVELOPMENT
PROGRAM:

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

o Total Project
Costs: N/A

o Total Harborwalk
Costs: \$1,200,000 (concrete)

Public: \$1,200,000

Private: - 0 -

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.

SITE: SLEEPER STREET - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: Existing use

EXISTING
CONDITIONS:

- o Uses: Public right-of-way.
- o Public Access/
Amenities: Major vehicular access to Children's and Computer
Museums.

DEVELOPMENT
PROGRAM:

- o Private Uses: None
- o Public Access/
Amenities: A portion of it to be realigned to continue the
street to the Fan Piers development.

COSTS:

- o Total Project
Costs: To be determined.
- o Total Harborwalk
Costs: N/A
- Public: N/A
- Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
existing walkway.

SITE: NORTHERN AVENUE - Connector
(Commercial Strip between Pier 4 and Fish Pier)

OWNER(S): City of Boston

DEVELOPER(S):

STATUS: Existing public right-of-way

EXISTING
CONDITIONS:

o Uses: Numerous wholesale and retail fisheries/seafood companies; seafood restaurants including Jimmy's Harborside and Jimbo's Fish Shanty; and boat company offices.

o Public Access/
Amenities: N/A

DEVELOPMENT
PROGRAM:

None at present.

o Private Uses: N/A

o Public Access/
Amenities: N/A

COSTS:

o Total Project
Costs: N/A

o Total Harborwalk
Costs: N/A

Public: N/A

Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to existing walkway.

SITE: NEW NORTHERN AVENUE - Connector

OWNER(S): City of Boston

DEVELOPER(S): City of Boston

STATUS: In planning stage

EXISTING
CONDITIONS:

o Uses: Privately-owned property

o Public Access/
Amenities: None

DEVELOPMENT
PROGRAM:

o Private Uses: None

o Public Access/
Amenities: Public right-of-way.

COSTS:

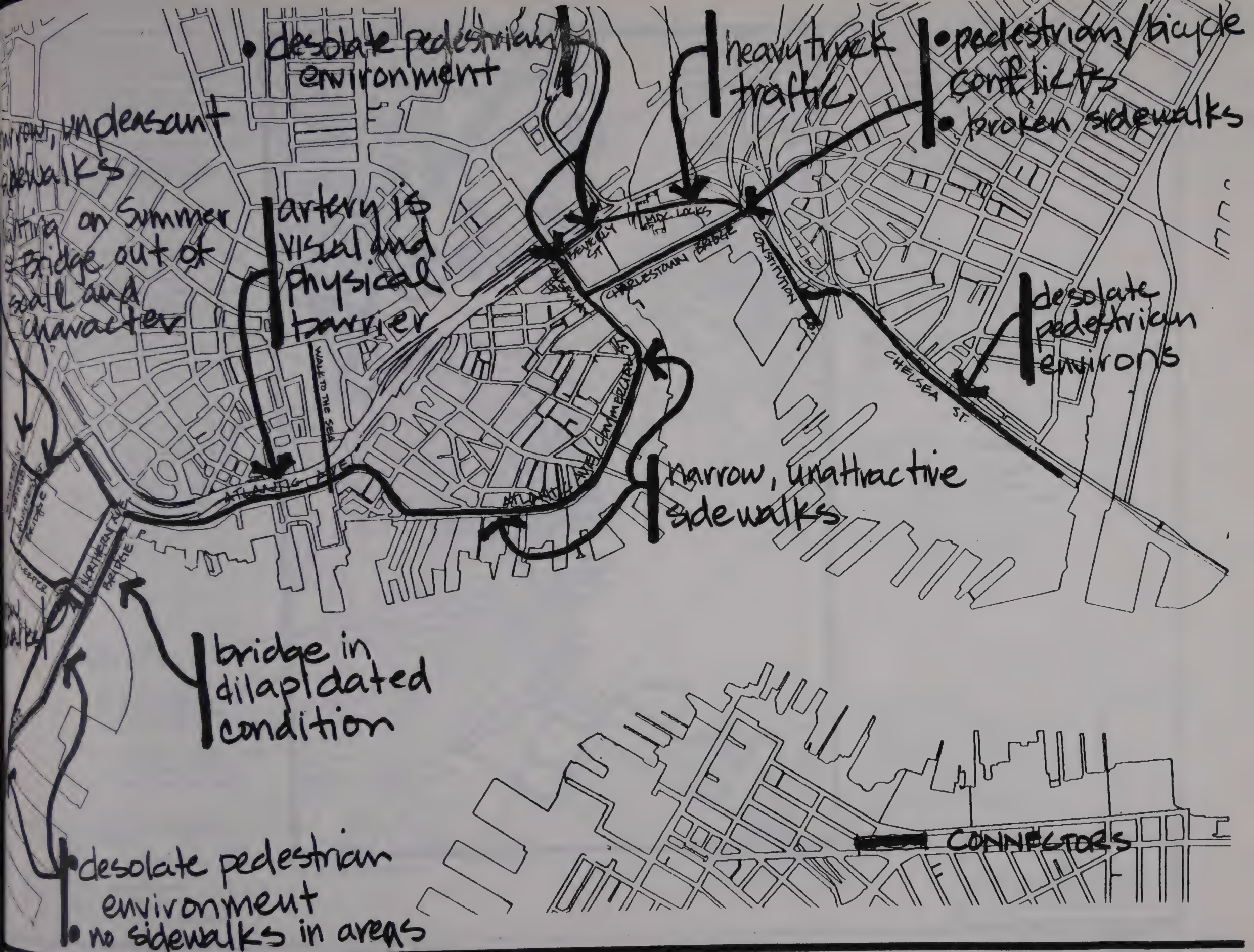
o Total Project
Costs: Unknown at this time.

o Total Harborwalk
Costs: N/A

Public: N/A

Private: N/A

RECOMMENDATIONS: See Conceptual Plan for proposed improvements to
proposed walkway.

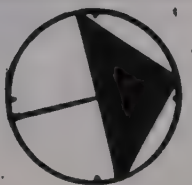


HARBORWALK

CONNECTORS

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Fig. No.
354



CHARLESTOWN

.68 miles Harborwalk
 .46 miles completed
 .14 miles planned
 .08 miles to be planned
 \$ 4.2 million total cost
 \$.5 million public
 \$ 3.7 million private

BRIDGE WALKWAYS

1.99 Harborwalk
 1.63 miles completed
 .36 miles planned
 \$11.5 million total cost
 \$11.5 million public

NORTH STATION

.22 miles Harborwalk
 .22 miles to be planned
 \$ 1.4 million total cost
 \$ 1.4 million private

DOWNTOWN/ FINANCIAL DISTRICT

1.48 miles Harborwalk
 .88 miles completed
 .58 miles planned
 .02 miles to be planned
 \$14.2 million total cost
 \$ 7.8 million public
 \$ 6.4 million private

CHARLESTOWN NAVY YARD

4.07 miles Harborwalk
 1.34 miles Completed
 2.23 miles planned
 .50 miles to be planned
 \$21.5 million total cost
 \$ 9.8 million public
 \$11.7 million private

NORTH END

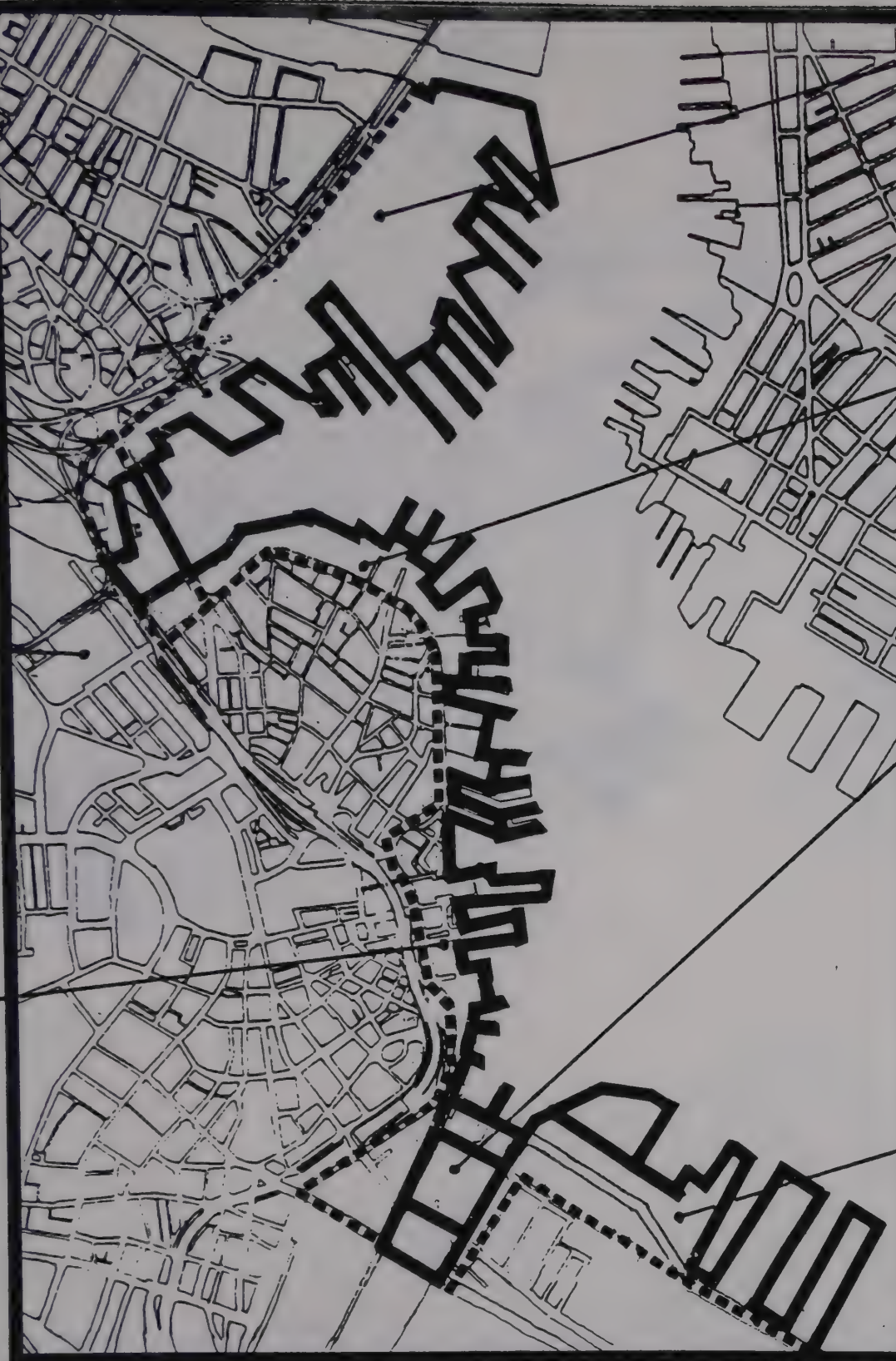
3.27 miles Harborwalk
 .47 miles completed
 .95 miles planned
 1.85 miles to be planned
 \$29.5 million total cost
 \$10.2 million public
 \$19.3 million private

FORT POINT CHANNEL

.47 miles Harborwalk
 .34 miles completed
 .13 miles to be planned
 \$ 2.9 million total cost
 \$.4 million public
 \$ 2.5 million private

SOUTH BOSTON

3.07 miles Harborwalk
 1.50 miles completed
 1.57 miles planned
 \$27.9 million total cost
 \$ 4.4 million public
 \$23.5 million private



--- Connectors

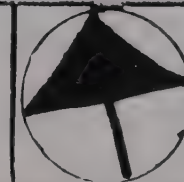
— Harborwalk

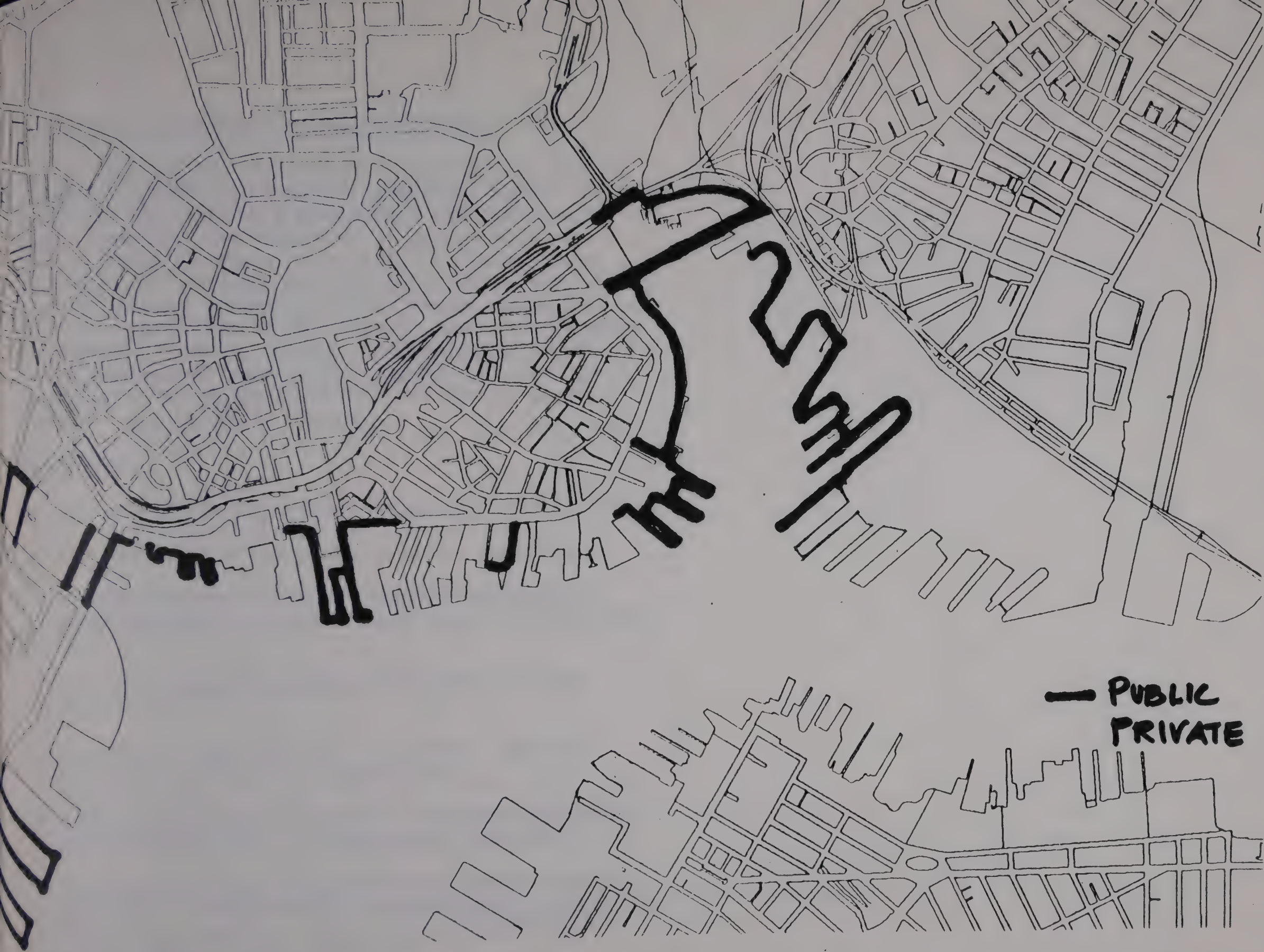
MLEAGE TOTALS

15.25 miles total
 6.62 miles completed
 5.83 miles planned
 2.80 miles to be planned

TOTAL COSTS

\$113.1 million total
 \$ 44.6 million public
 \$ 68.5 million private





— PUBLIC
— PRIVATE

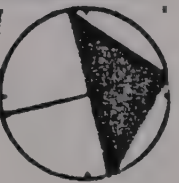
HARBORWALK

OWNERSHIP

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Fig. No.

3-56



C. Summary: Opportunities and Constraints

The existing conditions outlined on the preceding district and segment profiles and graphics indicate a number of opportunities for creating a Harborwalk which enhances Boston's waterfront and waterfront neighborhoods and offers the public a variety of enjoyable and stimulating experiences. At the same time, an overview of the existing conditions indicates a number of constraints which must be taken into consideration in the planning and implementation of Harborwalk, Phase I. These opportunities and constraints, summarized below and in Figure 3.57, are taken into account in the proposed district conceptual plans presented in the following chapter.

Opportunities

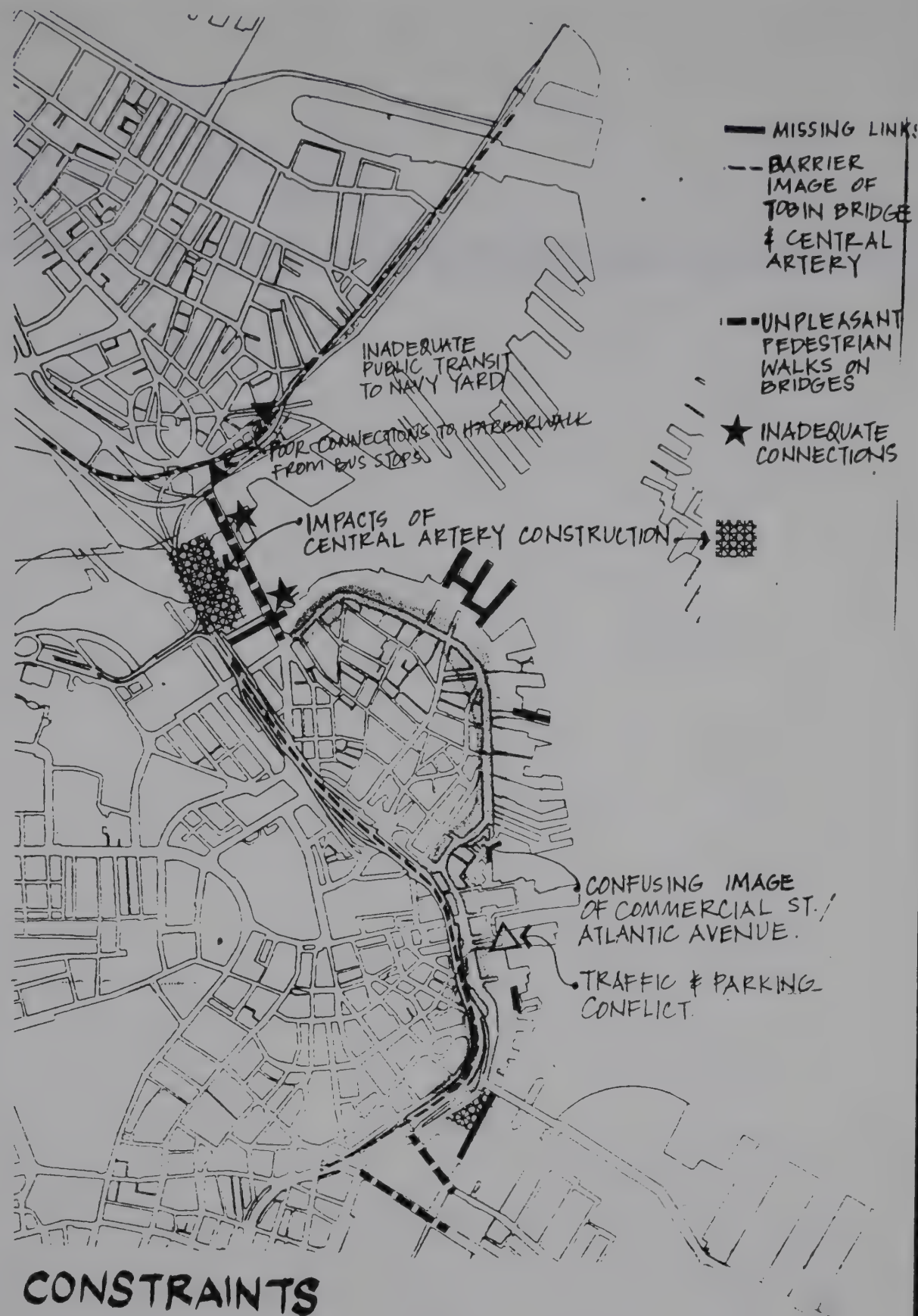
- o Reinforcement of the unique finger-pier configuration.
- o Excellent views of the harbor and the waterfront.
- o Stronger and more enjoyable connections between public attractions and major open spaces on the waterfront.
- o Additional cultural/recreational activities on the waterfront.
- o Diversity of activities such as walking, jogging, bicycling, viewing on the waterfront.
- o A grand waterfront boulevard - "Atlantic Boulevard" along Boston's North End/Downtown Waterfront.
- o Connections to inner neighborhoods through special treatment at intersections of neighborhood streets and perimeter connectors, and on major neighborhood streets leading to the waterfront.

- o Potential connections of the pedestrian walkway and bikepath to Olmsted's Emerald Necklace at four points: Charles River Esplanade (through the North Station area); Memorial Drive Promenade (through Paul Revere Landing); and Boston Common (via the Walk-to-the-Sea and via Summer Street/Winter Street).
- o Pedestrian-oriented activities - museums, restaurants, etc., on the historic Northern Avenue Bridge.
- o Unique and interesting bridge underpasses at both sides of the Charlestown Bridge, and the South Boston Bank of New Northern Avenue Bridge.
- o Reinforcement of Boston neighborhood and waterfront characters.
- o Cross-wharf pedestrian bridges connecting long piers such as Union and Sargent's Wharves, Lewis and Commercial Wharves.
- o Education on the history of Boston's Harbor and waterfront through information kiosks located at strategic locations throughout Harborwalk.
- o Forum for the display of public art such as sculptures, statues, fountains, and murals.

Constraints

- o Missing links - between MDC Locks and Charlestown Bridge (south bank of Charles River), between North Station and North End Playground (south bank of Charles River), U.S. Coast Guard, at portions of Union Wharf and Commercial Wharf, and between Harbor Towers and Rows Wharf.

- o 15 year construction impacts of the Central Artery and Central Artery North Area projects on pedestrian access to Harborwalk. The MDC Locks area, including the Paul Revere Landing will be almost inaccessible to pedestrians during this period.
- o The Central Artery and Tobin Bridge/Route 1 ramps visually and physically segregate the North End/ Downtown and Charlestown neighborhoods from the waterfront.
- o Confusing image of Commercial Street and Atlantic Avenue.
- o The walk across the Charlestown Bridge is unpleasant because of the traffic and wind. There is no barrier between the roadway and sidewalk, with bicyclists sharing the sidewalk.
- o Inadequate public transit to the Navy Yard from the city creates a hardship for tourists and residents.
- o Poor pedestrian access from bus stops on Chelsea Street to the Navy Yard and from the Charlestown Bridge to the Navy Yard.
- o The connection on Water Street from Paul Revere Landing to and beyond the Rapids Furniture site is totally inadequate.
- o Major traffic and parking conflict at the New England Aquarium.



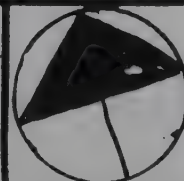
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HARBORWALK

OPPORTUNITIES & CONSTRAINTS

Fig. No.

3.57



The Proposed Plan

THE PROPOSED PLAN

This chapter proposes a conceptual plan for the implementation of Harborwalk, Phase I. First, the planning and design goals and guidelines and the overall concept are presented in order to provide an appropriate framework for the formulation of specific proposals in the conceptual plan. Following and complementing this framework, are discussions of a typology of circulation systems which would be provided for within Harborwalk and a typology of parks which may be appropriate for developing the Harborwalk concept. Finally, based on this framework of goals, guidelines, and typologies of circulation systems and parks, a conceptual plan is presented for each district.*

A. Planning and Design Goals and Guidelines

The purpose of this section is to present the planning and design goals and guidelines of Harborwalk as they relate to the conceptual plan and implementation. Harborwalk seeks to provide memorable and tangible experiences of being on the waterfront. A diversity of uses and activities for Boston residents and visitors is desired in order to provide opportunities for: increased visual, physical, cultural and recreational public access to the Harbor and waterfront. The specific goals and guidelines for achieving this public access are outlined below.

* A number of the recommendations presented in the Conceptual Plan have been made by the following consultants to the BRA: Sy Mintz (Boston Harbor Pier Study for the North End/Downtown Waterfront); and Todd Lee/FR Clark Associates, Inc. (studies on the Existing and New Northern Avenue bridges); and consultants to developers HBC Associates and The Boston Mariner Co. (for the Fan Piers project).

The Overall Goal

Harborwalk incorporates the city's desire to achieve a superior quality of public environment. The desire grows out of an awareness that the waterfront is a limited and therefore precious resource in the city, and should be used by as broad an audience as possible. With all the existing and planned activities on it, Harborwalk would be an amenity within walking distance of approximately 60,000 Boston residents.

The overall goal, achieved through a consistent set of guidelines, is to create a continuous Harborwalk which is easily accessible, enjoyable, and usable in many ways by the public.

Goal #1: To Accommodate Various User Groups

Harborwalk, the physical walkway as well as the amenities on it, should be varied and stimulating, as well as inviting to people of all ages, incomes and backgrounds. This diversity will encourage people to use the walkway frequently, stay for a longer period of time and come back to use it again.

Guidelines:

- o Provide for an active urban waterfront, with a variety of uses.
- o Provide a range of attractions oriented towards different user groups.
- o Provide a variety of water-dependent activities such as marine services, marine industrial uses, recreational marinas and boating clubs.
- o Provide active recreational facilities such as tot lots, ballfields, tennis courts, fishing piers, and paddle boat basins to encourage users of all ages.

- o Provide a range of eating spaces such as parks, gardens, plazas for picnickers, snack bars and cafes for modest and inexpensive dining, as well as restaurants for luxurious dining; to allow opportunities for all income levels.

Goal #2: To Maximize Physical Access

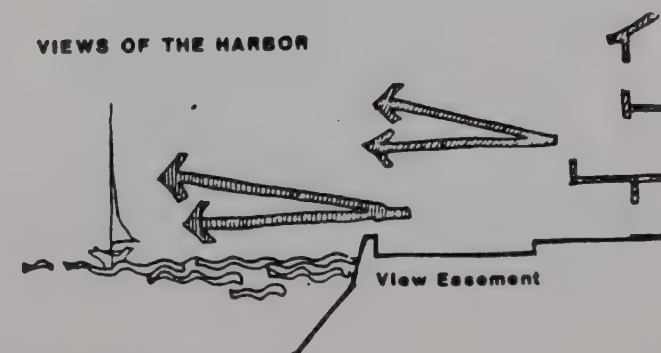
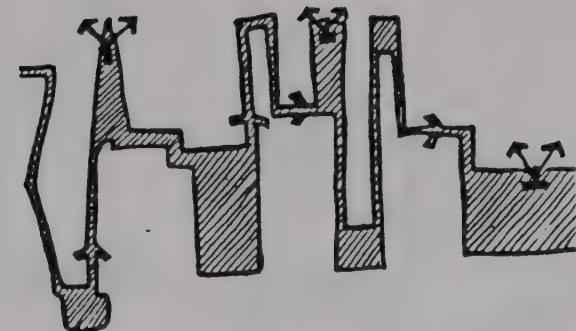
Harborwalk should maximize physical connections to neighborhood pedestrian paths as well as connections between land and water in order to facilitate physical access to the waterfront.

Guidelines:

- o Provide clearly marked pedestrian paths from on-site and adjacent parking facilities, public transit stops, and neighborhood pedestrian networks by use of pavement patterns, landscaping and signage.
- o Provide links from neighborhoods to the waterfront by extending and/or improving the city's pedestrian network.
- o Provide improved access under the elevated expressways at existing and new passageways to counteract the inhospitable nature of these barriers to the waterfront.
- o Provide barrier-free handicapped access into and along Harborwalk and all public amenities on it.
- o Provide access to Harborwalk from the water by public docking spaces and water transportation facilities.
- o Provide access for bicycles at specified locations along the waterfront and make connections to existing bike-ways.

Goal #3: To Maximize Visual Access

Harborwalk should maintain and create new visual connections to the waterfront and Boston Harbor.



Guidelines:

- o Preserve existing views and create additional visual connections from streets, plazas and other public spaces to the waterfront and the water.
- o Create new harbor vistas.
- o Utilize different ways of viewing the harbor from pier ends.
- o Preserve views from the water to existing landmarks.
- o Enhance views to the downtown skyline through continued BRA project review.

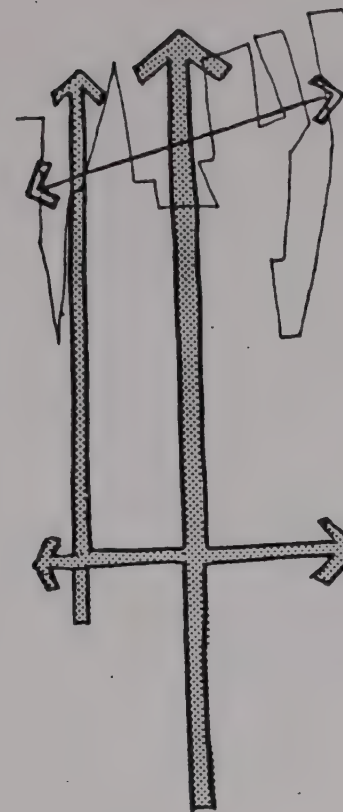
Goal #4: To Design Harborwalk as a Major Year-Round Connector

Boston is a four season city with a host of historical, cultural and recreational attractions along its waterfront. For this reason, Harborwalk should connect and form paths to these amenities, thereby reinforcing its role as a major year-round circulation system.

Guidelines:

- o Provide sheltered areas along the harborwalk such as winter gardens and glass enclosed restaurants for viewing, and other passive activities during inclement weather.
- o Provide additional cultural attractions such as museums and libraries, with stages and small amphitheatres to reinforce year-round use.
- o Provide areas for water-oriented uses such as sailing, leisure fishing, and commercial fishing to reinforce year-round use.
- o Provide public sheltered areas on Harborwalk such as water shuttle terminals and water-taxi enclosures for waiting during inclement weather.
- o Encourage year-round connections between attractions, amenities, and other spaces along the waterfront that provide protection, e.g., building passageways, arcades, etc.

HARBOR

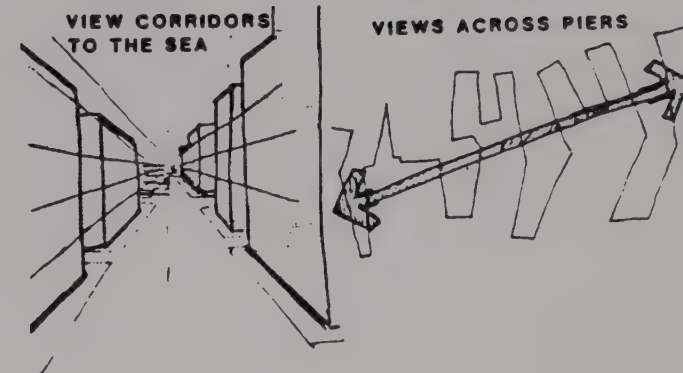


VIEWS FROM THE HARBOR



VIEW CORRIDORS
TO THE SEA

VIEWS ACROSS PIERS



Goal #5: To Design a Safe and Comfortable Walkway

Even though the water and water-dependent activities are the reason for Harborwalk, the users are people. Part of the responsibility of creating Harborwalk is to ensure that it is safe, convenient and comfortable. Where the waterfront has previously been scaled to ships, ocean liners and tractor trailers, the new scale in the Harborwalk, Phase I area must be scaled to people, both in its own dimensions as well as in terms of the features on it.

Guidelines:

- o Encourage a mixture of uses that reinforces 24-hour activity, thereby providing communal safety.
- o Provide lighting which adequately illuminates nighttime use and relates to the pedestrian scale.
- o Provide steps, ramps, paving, benches, planters, and railings which encourage pedestrian scale.
- o Provide overlooks, signage, landscaping, and symbols which do not obscure views.
- o Encourage spaces that are open which allow views from adjacent buildings, sidewalks, and roadways.

Goal #6: To Increase Historical/Cultural/Educational/Recreational Activities

Historical, cultural, educational and recreational activities on and around Harborwalk should be increased in order to make the Harborwalk experience more interesting, stimulating and enjoyable.

Guidelines:

- o Provide libraries and museums along the waterfront.
- o Provide information booths and kiosks.
- o Provide exhibits which display harbor history.



- o Provide exhibits which explain the operation of bridges, locks, tide stations, and other technological infrastructure.
- o Provide additional ballfields, tennis courts, boat clubs.

Goal #7: To Maintain a Boston City Character

Harborwalk should be authentically 'Boston' in character, so that it does not end up looking and feeling like any waterfront walkway in any other city (to differentiate it from other typical "Fishneyland" waterfronts). This will be achieved by respecting the history, traditions and character of the waterfront, and interpreting them in a modern context.

Guidelines:

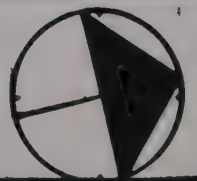
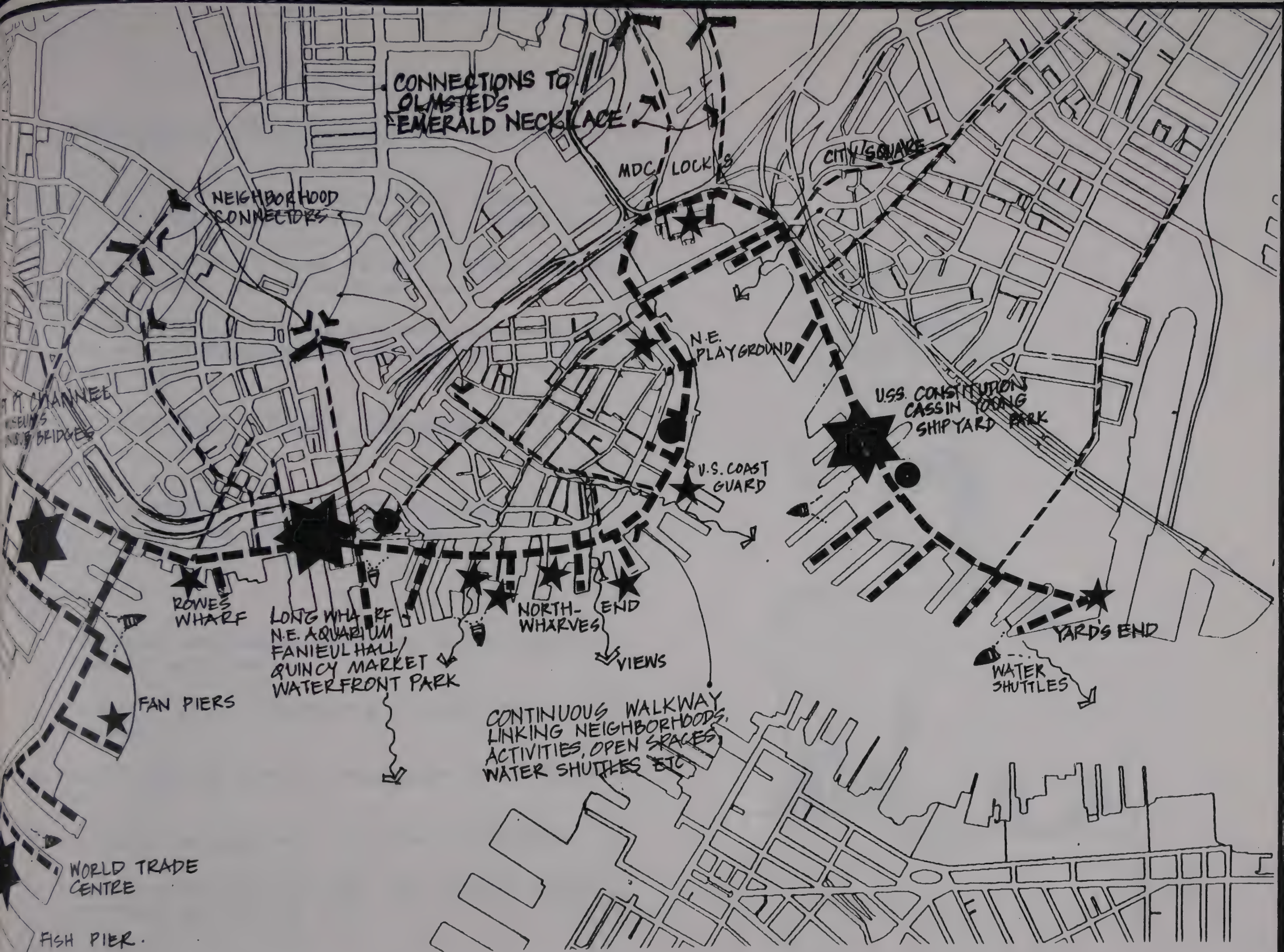
- o Encourage use of signage, symbols and street furnishings such as bollards, light fixtures, railings, etc., with a Boston maritime character.
- o Reinforce Harborwalk's image of a path along the water's edge by using special images associated with unique symbols of waterfront uses.
- o Provide memorable and tangible experiences of the waterfront, including sensory experiences of smell, touch, sound, and light.

B. The Overall Concept (See Figure 4.2)

The planning and design goals for Harborwalk, outlined in the previous section, provide the basis for the formulation of the overall concept for the Conceptual Plan of the continuous waterfront promenade. This concept envisions Harborwalk as a historical, cultural and recreational walkway, with an abundance of activity and vitality, weaving through the water's edge and linking the various spaces, uses and attractions on and around the waterfront. The elements of the concept are, as follows:

- o Continuity/Linkage - Continuity along the water's edge resulting in physical linkage of the waterfront segments and districts as well as physical linkage of the waterfront walkway to the inner neighborhoods and existing pedestrian networks, such as the Emerald Necklace and Walk-to-the-Sea.
- o Accessibility - Connections to various circulation systems such as pedestrian ways (sidewalks, crosswalks, cross-wharf walks), land and water mass transit, perimeter boulevards and neighborhood connectors, and bikeways.
- o Utility for Diverse User Groups - Provision of a variety of waterfront zones (water's edge, circulation, passive, and transition) and diverse amenities in order to attract a wide variety of user groups for jogging, strolling, bicycling, and active/passive recreation.
- o Recreation - Provision of diverse opportunities for passive and active recreation on the waterfront by offering a wide variety of parks, precincts, and open spaces such as: water dependent parks, nature parks, active recreation areas, urban open spaces, boulevards, vehicular and pedestrian bridges, large-scale mixed use waterfront precincts, and working waterfront precincts.

- o Historic/Cultural Attractions - Enhancement of public amenities on and around existing hubs of historic/cultural activity: "Navy Yard Historic Park Core", "Waterfront Park/Quincy Market-Faneuil Hall/Long Wharf/New England Aquarium Core", and the "Museum Wharf Core", and strengthening of Harborwalk linkages to these areas; as well as creating new hubs of activity at: The Navy Yard's End, the MDC Locks Area, the North End Wharves, Fort Point Channel, and the South Boston Piers.
- o Aesthetics - Provision of a wide variety of landscaping, with shade trees, ornamentals, shrubs, and flowering plants to add serenity and beauty to the Harborwalk experience.
- o Boston Waterfront Character - An authentic Boston character, reflecting Boston Harbor's history, traditions, and waterfront flavor.



C. Typology of Circulation Systems (See Figures 4.1, 4.3, 4.4 and 4.5)

There are four major types of circulation systems which should be provided for within Harborwalk. These include:

- o Pedestrian - water's edge walkway, street sidewalks and crosswalks, and cross-wharf walks;
- o Bikeways;
- o Vehicular - Atlantic Avenue/Commercial Street, boulevard and neighborhood connections; and
- o Water transit

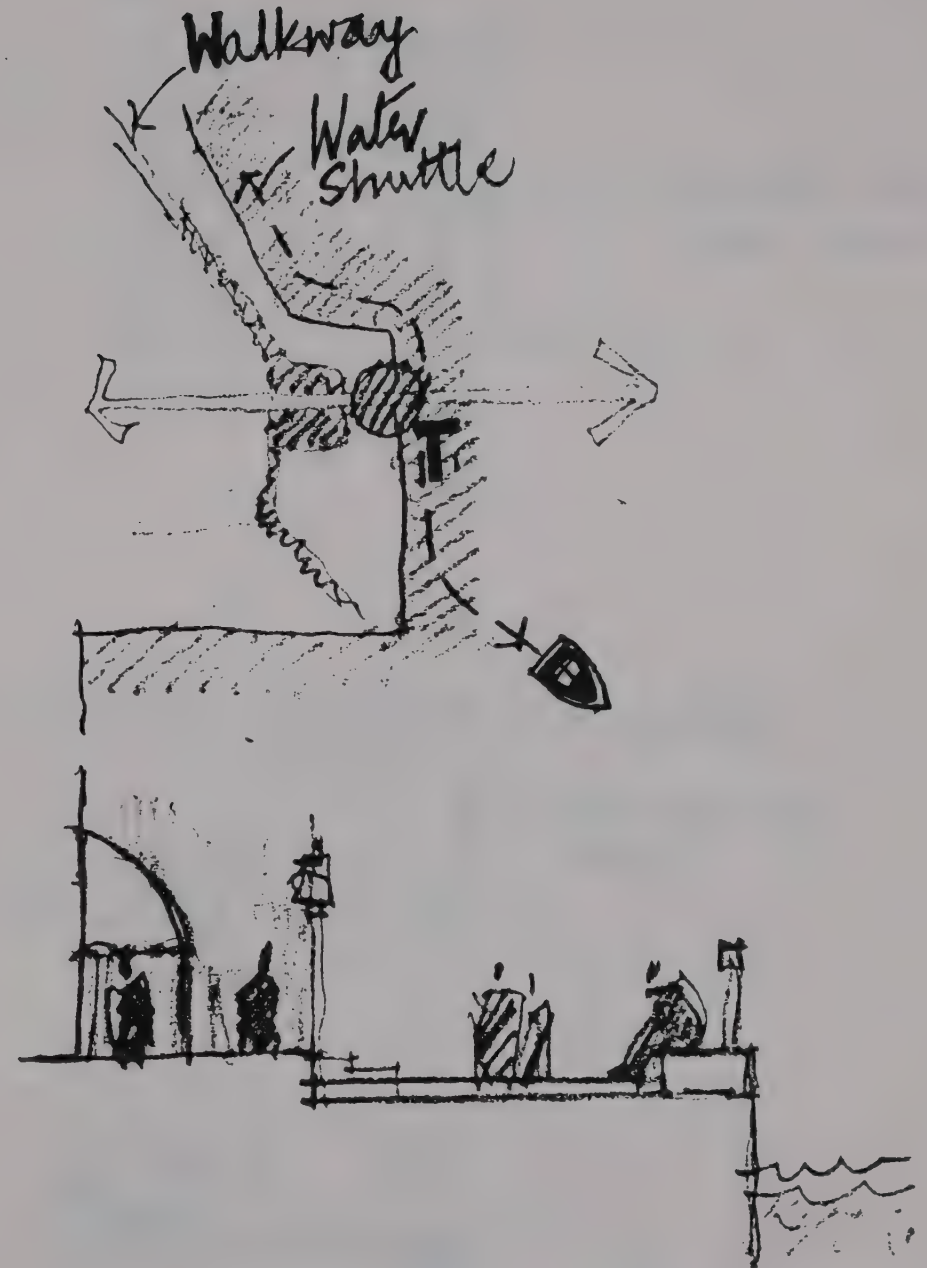
Pedestrian Circulation - Water's Edge Walkway

Purpose:

To provide attractively landscaped pedestrian ways for walking, jogging, and biking at all special-use areas and transportation collection points.

Features:

- o Promenades and plazas which will be the hubs of a variety of activities.
- o Location of clear circulation path within the walkway easement.
- o Identification of a water's edge zone and a landside zone.
- o Location of landscaping and street furnishings.
- o Lighting which will physically and visually enhance Harborwalk and satisfy safety and technical requirements.



- o Details for paving, lighting, graphics, benches, trash receptacles may be varied in each neighborhood but they should all be of high quality and designed to minimize vandalism.

Pedestrian Circulation - Street Sidewalks and Crosswalks

Purpose:

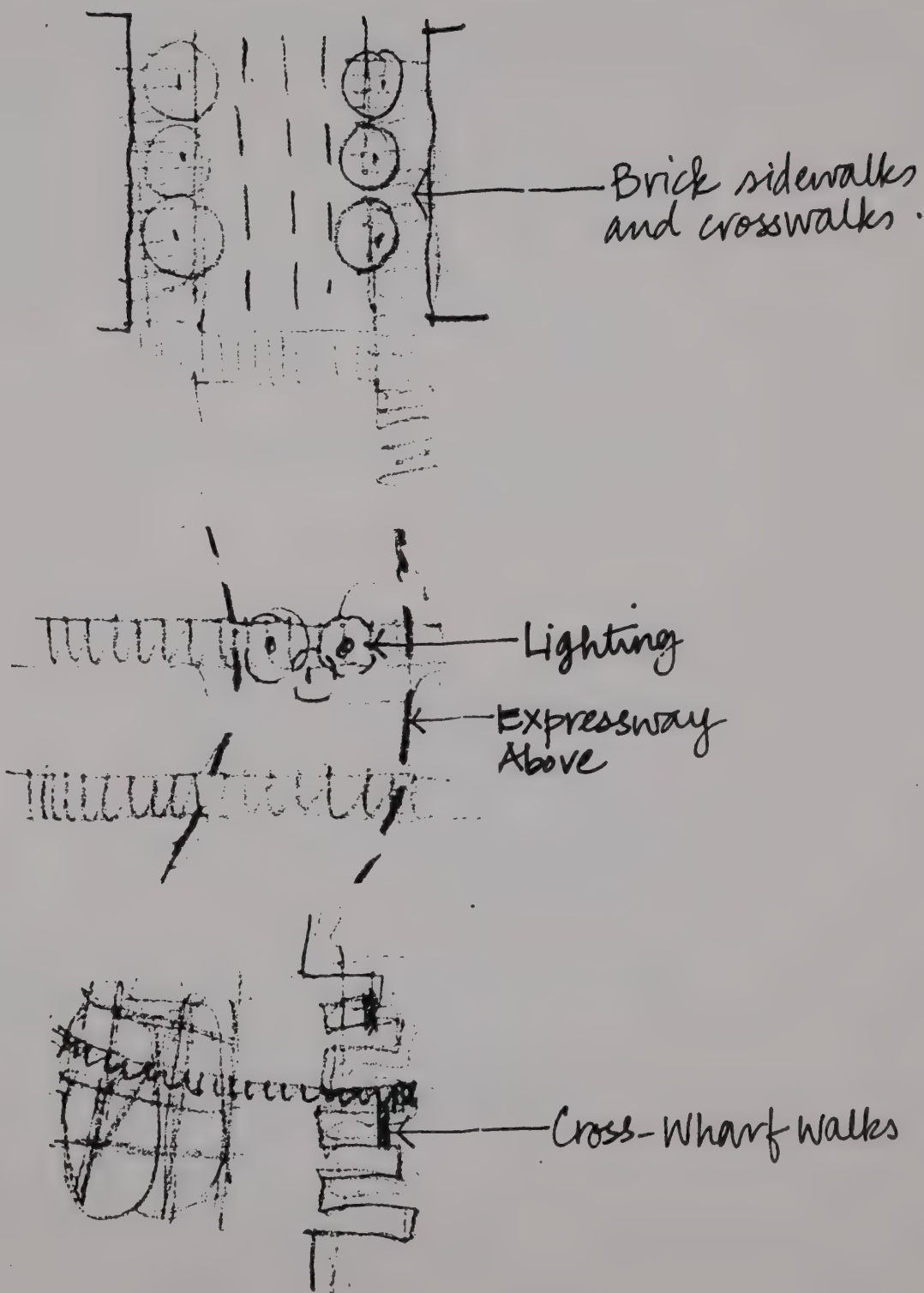
To upgrade quality of sidewalks and crossings on Atlantic Boulevard, on neighborhood connecting streets, and underneath expressways.

- Features:
- o Wider sidewalks along Atlantic Boulevard on the water-side (making the roadway a consistent width of 44') to help generate a lively boulevard atmosphere, with addition of trees, sidewalk cafes, etc.
 - o Special paving and lighting details to emphasize streets that will connect the neighborhoods to the waterfront.
 - o Safe and attractive pedestrian crossings under the elevated expressway to the North End/Downtown and other waterfront areas.

Pedestrian Circulation - Cross-Wharfwalks

Purpose:

To add a shorter, more direct walk across strategic piers in the Downtown/North End, thereby reducing the walking distance from one pier to another by almost 75% in some cases.



Features:

- o Light bridges constructed of metal and wood, in the tradition of floating bridges, just above the water. The cross-wharf-walks will be located and designed to open up so that they do not interfere with boat docking facilities, i.e., between Commercial and Lewis Wharves, Sargent's and Union Wharves.
- o An overhead 'bridge walk' across the U.S. Coast Guard Base, reached by elevators.

Bikeways

Purpose:

To provide bikeways in downtown areas so that an alternate means of mobility and transportation is available to the public.

Features:

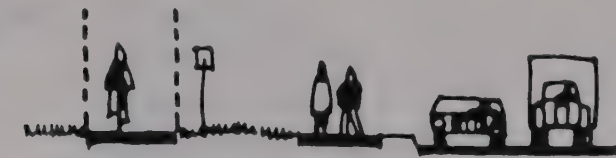
- o A separate bicycle lane on Atlantic Boulevard, connecting to a comprehensive network of bikeways.
- o On the water's side, a path wide enough and suitably paved to accommodate bicyclists.
- o Connections to the popular Charles River Esplanade walkway/bikeway.
- o Connections to the Memorial Drive Promenade bikeway.

Classification of Bikeways

The word "bikeways" has come to be the general term describing any facility reserved for the exclusive or semi-exclusive use of bicycles and related vehicles. Current literature on the subject generally accepts that bikeways may assume any of three basic forms:

Bikeway Classifications

Class I



Bikeway Walk Roadway
Total separation / Dividing strip between right-of-ways on separate surfaces.

Class II



Bikeway/walk Parking Roadway
Bikeway
Total or partial separation / Adjacent, but separate right-of-ways on same surface.

Class III



Bikeway/walk Bikeway/Roadway
Roadway
Partial or no separation / Shared right-of-way on same surface

Possible Locations for Bikeway

- Abandoned RR right-of-ways
- Electric and pipeline right-of-ways
- River banks
- Dry washes
- Beach fronts, lake fronts
- Flood control dikes and levees
- Irrigation canal banks and dikes
- Fire breaks

Class I

Completely separated right-of-way designated exclusively for bicycles. Through traffic, whether by motor vehicles or pedestrians, is not allowed. Cross-flows by vehicles and pedestrians is allowed, but minimized.

Class II

Restricted right-of-way designated exclusively or semi-exclusively for bicycles. Through traffic by motor vehicles or pedestrians is allowed, but minimized.

Class III

Any shared right-of-way designated by signs or stencils. Any pathway which shares its through-traffic right-of-way with either moving (but not parked) motor vehicles or pedestrians.

A Class III bikeway is adequate through most areas of Harborwalk, Phase 1.

Vehicular Circulation - Atlantic Avenue and Commercial Street

Purpose:

To provide a more attractive setting on the only continuous roadway along the Downtown/North End Waterfront section of Boston Harbor.

Features:

- o Renaming Commercial Street - Atlantic Avenue to "ATLANTIC BOULEVARD" - a tree lined, beautiful waterfront urban boulevard safe for strolling pedestrians.

ATLANTIC BOULEVARD

- o Upgrading and realigning Atlantic Boulevard to a continuous, visually connected roadway with new landscaping, pavement, and lighting treatment in keeping with this roadway's importance.

12' width for circulation, cafe seating, outdoor stalls/display etc.

10' width for planting, light fixtures, benches, meters and all other landscape elements.

Vehicular Circulation - Boulevard and Neighborhood Connections

Purpose:

To orient people and to emphasize the importance of the major streets that connect the neighborhoods to the waterfront.

Features:

- o Roadway surface to be improved at pedestrian crossings by change in material and color and introduction of brick along the length of neighborhood connectors.

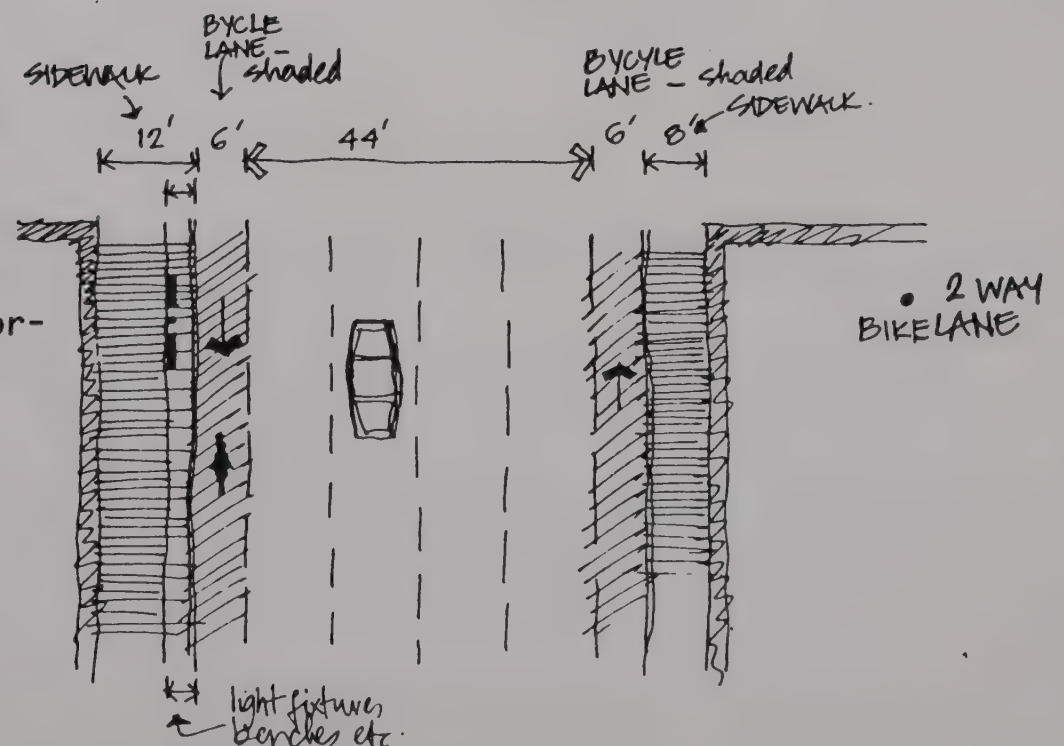
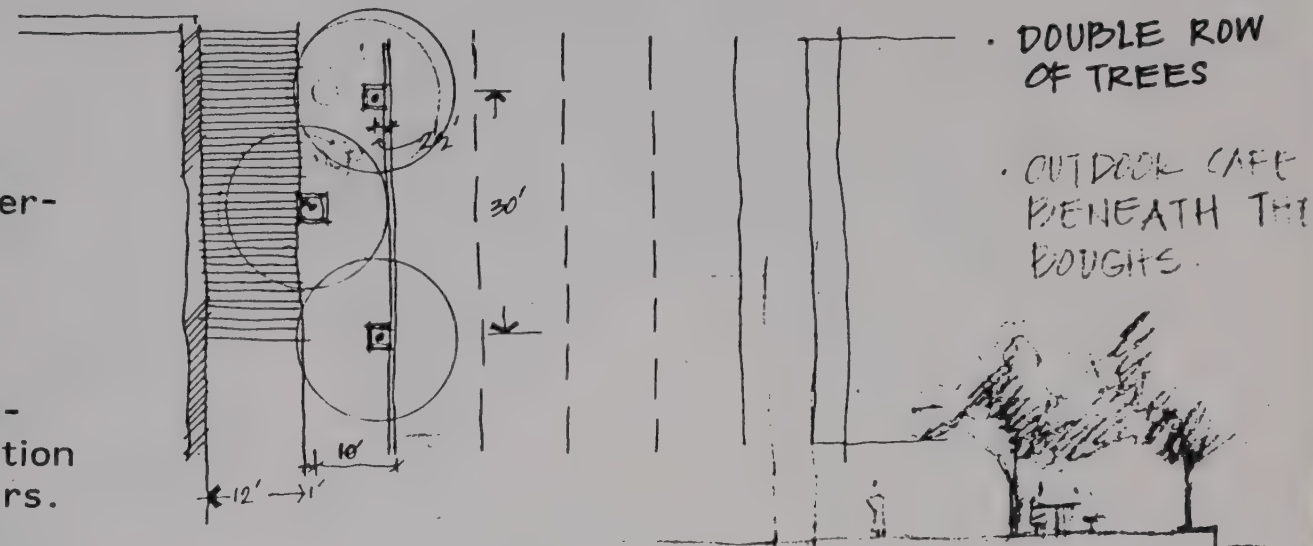
Water Transit

Purpose:

To provide regional commuter services from suburban areas into downtown Boston; water shuttles for express service from one neighborhood to another as well as to the airport; and excursion boats for sightseeing opportunities and easy access to various cultural and recreational activities located in and around Boston Harbor; and to connect public transportation nodes.

Features:

- o Year-round waiting areas - enclosed and protected from wind, rain and snow.
- o Ticketing and queuing areas.



- o Kiosks for general information.
- o Public toilets, telephones, storage areas, trash receptacles.
- o Clear directional signage.
- o Appropriate and sufficient lighting on the landside which does not produce dangerous glare conditions on the waterside.
- o Paving materials such as granite, brick, and wooden deck. Paving textures should provide assistance to individuals with impaired vision and other disabilities.
- o Clear and direct public access to the water transport facilities from surrounding streets. This access should be maximized on all segments from the water's edge to the major right-of-way.
- o Direct pedestrian links between water transportation facilities and rapid transit stations serving the waterfront.
- o Loading/off-loading of passengers, equipment, fuel, trash, etc., needs to be incorporated into the docking lay-out for maximum efficiency.
- o Docking systems and landside facilities which are consistent with BRA's design standards and guidelines.

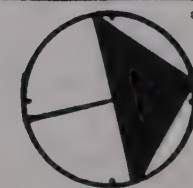


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HARBORWALK

EXISTING AND PROPOSED
HARBORWALK

Fig. No.
4.1

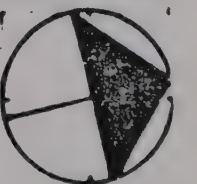


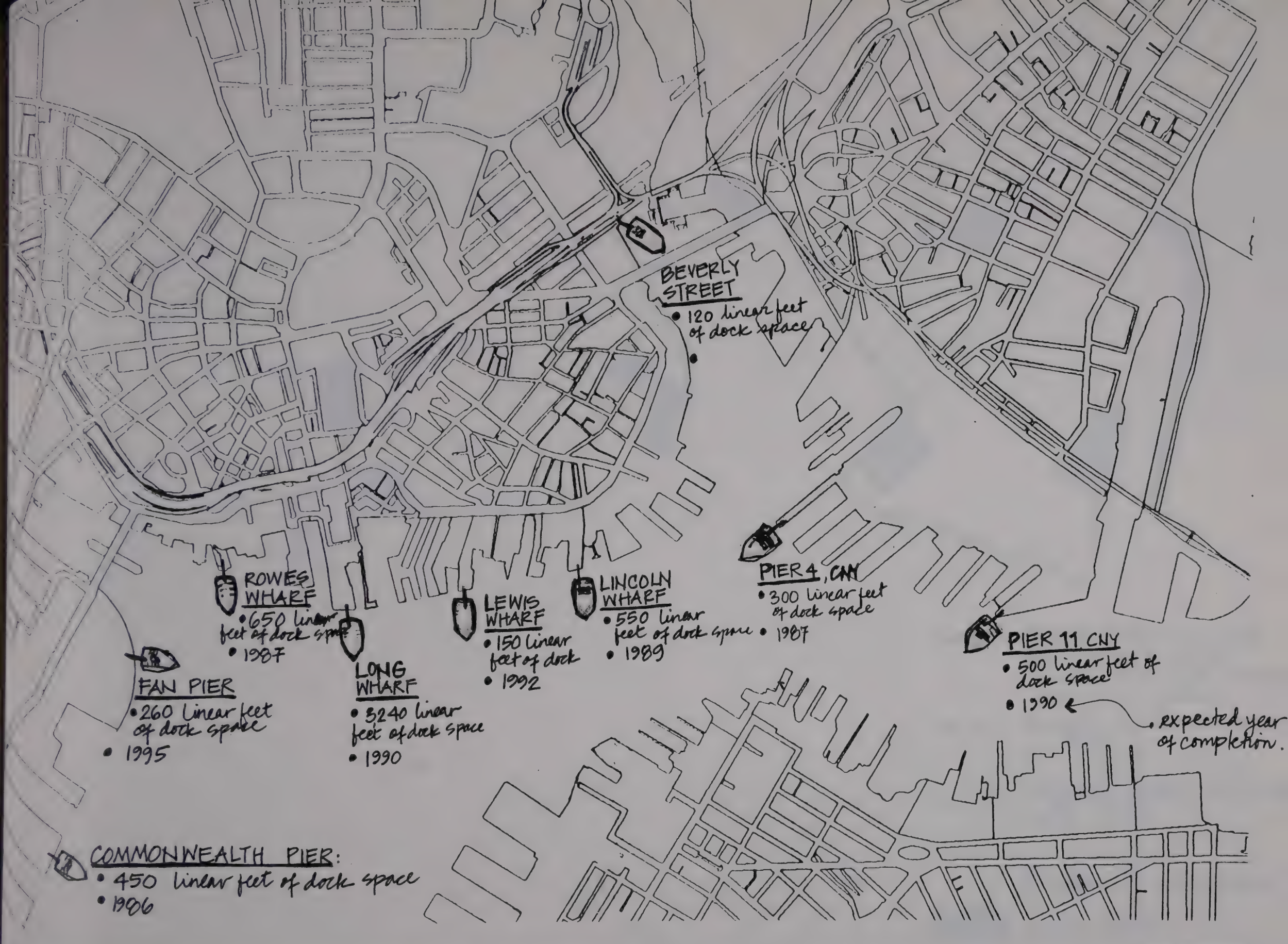


HARBORWALK

NEIGHBORHOOD CONNECTORS

Fig. No.
4-3

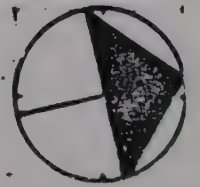




HARBORWALK

EXISTING & PROPOSED WATER TRANSPORTATION FACILITIES

Fig. No.
4.4



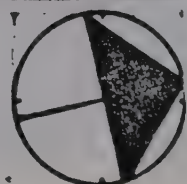


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HARBORWALK

EXISTING AND PROPOSED BICYCLE ROUTES

Fig. No.
4.5



D. Typology of Parks, Precincts and Open Spaces

There are eight types of parks, precincts, and open spaces which may be appropriate for developing as part of the Harborwalk concept. These include:

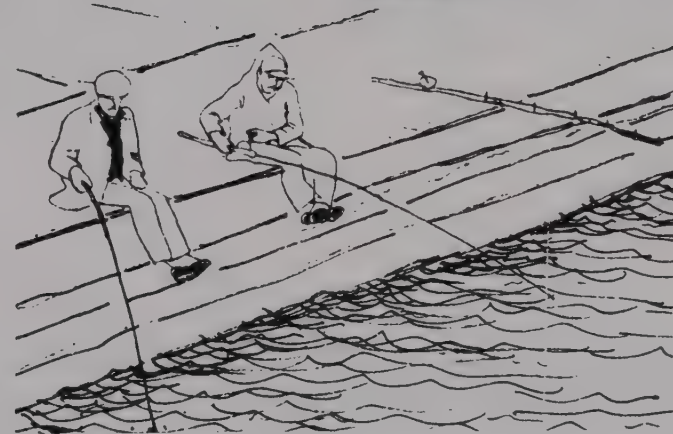
- o Water Dependent Parks
- o Nature Parks
- o Active Recreation Areas
- o Urban Open Spaces
- o Boulevards
- o Bridges (Vehicular and Pedestrian)
- o Large Scale Mixed-Use Waterfront Precincts
- o Working Waterfront Precincts

Water-Dependent Parks

Water-dependent parks offer a rich variety of images and activities that are water-dependent. As such, these parks contribute a unique character to the waterfront, a character that cannot be duplicated in other city or regional parks. Potential uses for water-dependent parks include: fishing piers, sailing clubs, areas for drying fish nets and storing lobster crates, marinas, commercial boats, floating restaurants, and live-aboard vessels. Areas where such parks can be developed are at Piers II and 4 in the Charlestown Navy Yard, Rapids Furniture Warehouse site, and Sargent's Wharf.

Nature Parks

This concept envisions quiet, secluded, heavily landscaped park-like areas, connected by a continuous Harborwalk which functions to continue Olmsted's historic "Emerald Necklace" along the waterfront. This "Greenway" currently extends along the Charles River Bank and appears again at Castle Island Park at Cobb's Hill.



The basic premise of the Nature Park concept is that the openness, vegetation and tranquility provided will serve as a sanctuary from the density and intensity of the living and working environment near downtown Boston; that urban dwellers need to escape periodically to natural surroundings, where they can feel breezes, breathe clean air, feel the warmth of the sun, watch seagulls and forget about the hustle and bustle of daily life. Such parks do not have to be directly on the waterfront, (e.g., Cobb's Hill Park), in order to offer the same seclusion, landscaping, and visual access to the waterfront.

Active Recreation Parks

This concept envisions active recreation areas such as playing fields, ball courts, tot lots, playground equipment, swimming pools, and other facilities which serve neighborhood recreational needs for nearby resident populations. The North End Playground is a prime example of a park which serves this function.

Because such areas function primarily for exercise and sports, they are appropriate to connect through recreational links, i.e., paths for bicyclists, joggers, and striders. Active recreation parks can be developed in neighborhoods lacking in these facilities such as Charlestown (the Navy Yard) and South Boston (Fan Piers).

Urban Open Spaces

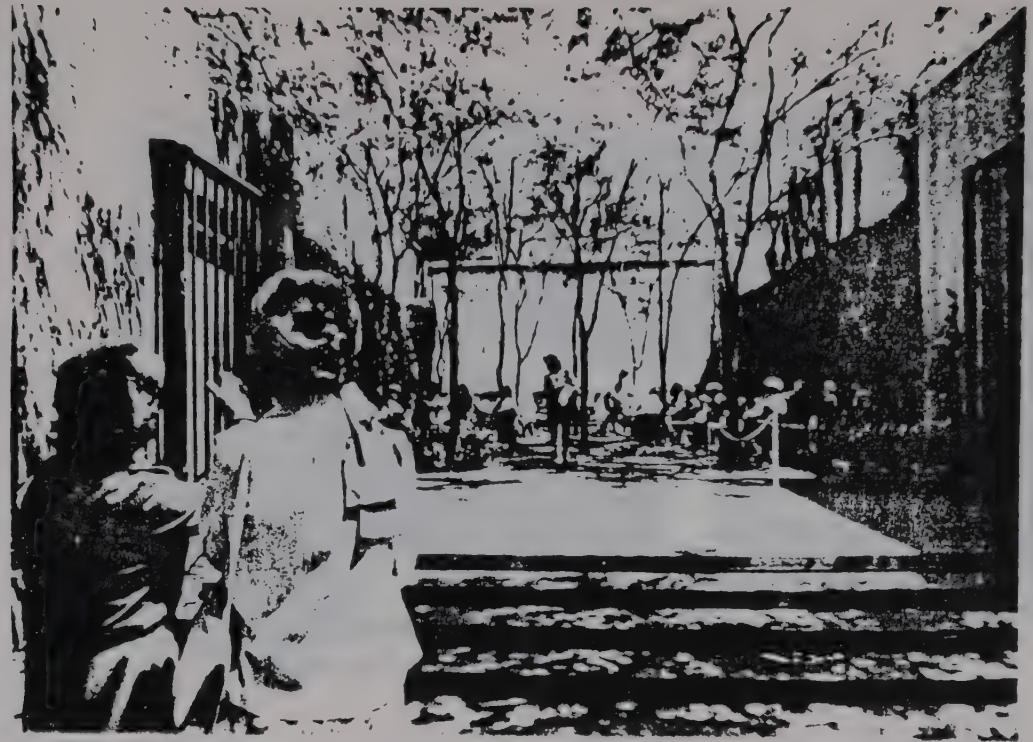
This concept envisions active plazas, courts, and streets which are framed by the man-made working and living environment at the water's edge and connected by Harborwalk, cafes and bistros on street level, with apartments above. Images which are part of urban open spaces include: tastefully decorated storefronts, overhanging balconies, interesting signage, and unexpected nooks and crannies with high quality details. Examples of these open spaces exist at the Aquarium and Long Wharf, and are planned for Lincoln and Lewis Wharves.



URBAN OPEN SPACES



EXXON MINI-PARK, NYC.



PALEY PARK, NYC.



THE STEPS AT SEAGRAMS ARE WELL USED.



GHIRARDELLI SQUARE, SAN FRANCISCO

Boulevards

The purpose of a waterfront boulevard is to "seam together" the inner neighborhood districts with the waterfront and to reduce the physical width and barrier-like nature of the right-of-way.

In the implementation of Harborwalk, this concept envisions a wide, sunny right-of-way, extending along Atlantic Avenue and Commercial Street, offering more pedestrian scale features and activities such as trees, flowers, wider sidewalks, seating areas, signs, kiosks, umbrellas, and arcades. The eastern or waterfront side of this right-of-way would be more active with a wider sidewalk.



Bridges (Vehicular and Pedestrian)

The purpose of vehicular and pedestrian bridges is to provide a physical connection across water for vehicles and pedestrians. Images that may be evoked include: sequence of flags, plexiglass panels for winter protection, grand staircases leading to bridge walkways, evocative period lighting built into railings, and inner protection from vehicles. Examples include the cross-wharf walks, the Charlestown Bridge and the Northern Avenue Bridge.

Large Scale Mixed-Use Planned Waterfront Precincts

The purpose of these areas is to preserve or create a special architectural character in an area large enough to be considered a Harborfront neighborhood within the city, complete with convenience retail shopping areas, parks, and public services.

Two major development areas - the Fan Piers and the Charlestown Navy Yard lend themselves to this typology. Both are physically well-defined and separate from other neighborhoods.

In the Fan Piers area, major new buildings and a new environment is being created along the waterfront, providing special opportunities for new building masses, facades, bulkheads, and water's edge treatments. In the Charlestown Navy Yard, historically important buildings, docks, signage, lighting and other structures are being preserved and restored to their original character while new construction is permitted as infill to compliment and complete the mixed-use precinct.

Working Waterfront Precincts

The purpose of these areas is to protect and preserve the maritime industrial and commercial precincts of the waterfront that are used for off-loading, storage, processing and manufacturing facilities which are dependent on waterborne commerce. Since some of the activities that occur in these precincts present hazards and conflicts with pedestrian circulation, public access needs to be restricted. However, cross-water views, overhead bridges, observation decks, educational exhibits, and tours of facilities should be encouraged to familiarize the public with these areas and their significance to Boston's maritime economy. Examples of working waterfront precincts which should be integrated into the Harborwalk concept of public access include the U.S. Coast Guard Station and the Fish Pier.

E. Conceptual Plan

Presented in this section, are the proposed conceptual plans for each district of Harborwalk.

Charlestown Navy Yard (See Figure 4.6)

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Yard's End	o Marina	o To vitalize northern most portion of CNY
	o Harborwalk and bikeway	
	o Yard's End Park - urban plaza with focus for pedestrian mall	
	o Yard's End Tower	
	o Hotel with outdoor cafe, pool, and park like areas	
Pier 11	o Excursion boats, pavilion and ferry terminal	
	o Winter garden	
	o Tall Ship port-of-call	
	o Bikeway at head of pier	
Pier 10	o Mainly public open space	o Direct connection can be made to Second Avenue pedestrian mall in CNY.
	o View corridor at end of pier to winter garden	
	o Bikeway at head of pier	

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Pier 9	<ul style="list-style-type: none"> o Harborwalk o Urban plaza on majority of pier o Dinghy dock o View corridor to winter garden o Bikeway at head of pier 	
Pier 8	<ul style="list-style-type: none"> o Harborpark open space - urban plaza with bikeway at head of pier o Marina o View corridor to winter garden 	100' in width
Pier 7	<ul style="list-style-type: none"> o Harborwalk o Bikeway at head of pier o Public open space at end of pier 	
Pier 6	<ul style="list-style-type: none"> o Marina o Sailing Center o Boston skyline vista corridor o Bikeway at head of pier 	<ul style="list-style-type: none"> o Existing restaurant is a compatible use. Direct connection can be made to Shipyard Park.

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
pier 5	<ul style="list-style-type: none"> o Harborwalk o Boston skyline vista corridor 	
Piers 3 & 4	<ul style="list-style-type: none"> o Harborwalk o Courageous Sailing Center with "Courageous" on display o Boston skyline vista corridor o Shipyard Park with community pool 	Pier 4
	<ul style="list-style-type: none"> o Harborwalk o Tall Ship port-of-call o Water taxi dock o Bikeway along dry dock connecting to First Avenue o Extend Pier 3 o Harborwalk with a public pavilion o Nantucket Light Ship and Spirit of Mass. attractions 	Pier 3

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Piers 1 & 2	<ul style="list-style-type: none"> o Harborwalk o Permanent interpretive exhibit on maritime activities o Marine railway - dismantle deteriorated superstructure and rebuild as funds permit o Building 28 to be used for expanded USS Constitution Museum o Food service facility next to Constitution Ship with outdoor seating area and shade canopy 	



Charlestown District (See Figure 4.7)

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Hoosac Pier	<ul style="list-style-type: none">o An urban plaza at ground level, overlooking the USS Constitution.	<ul style="list-style-type: none">o To provide activity at Harborwalk level.
Gate 7	<ul style="list-style-type: none">o Enhanced visitor entrance.	<ul style="list-style-type: none">o Landscaping with shade trees, seating areas, an entrance gateway, etc., to make the major entrance to the Navy Yard more dramatic.
Chelsea Street Underpass	<ul style="list-style-type: none">o Improve access to and through the tunnel near Chelsea and Gray Streets.	<ul style="list-style-type: none">o This is a major bus stop for visitors to the Constitution. The tunnel should be widened, with adequate lighting and better approaches to it.
City Square and Neighborhood Connectors	<ul style="list-style-type: none">o Special landscaping treatment for City Square, Main, Chamber and Joiner Streets, with small landmark elements.	<ul style="list-style-type: none">o To make enhanced visual and physical links from the neighborhood to the waterfront.
Rapids Furniture Site	<ul style="list-style-type: none">o Transient boat marina.o Staircase connection with handicapped access, from the bridge directly to Harborwalk.	<ul style="list-style-type: none">o To encourage boat activity and visitors docking for short periods of time.o To avoid traffic at the foot of Charlestown Bridge.

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Vaults under the Charlestown Bridge	o Small museum or exhibit area.	o A unique site that is presently underutilized. Small graphic exhibit, enclosed or open, explaining the history of the bridge, the Charlestown ferry that predated it, and the history of the Charlestown neighborhood.
Paul Revere Landing	o Staircase connection with handicapped access from both sides of the Charlestown Bridge.	o At present, visitors to the Navy Yard have to walk on Chamber and Water Street. With a staircase connection, a direct access to the Navy Yard would be much more pleasant.
North Bank of the Charles River	o Pedestrian/bikepath connections to the Memorial Drive promenade near the Science Museum.	o MDC has plans to make this link possible.

MUSEUM/EXHIBIT AREA
WITHIN VAULTS UNDER
BRIDGE

IMPROVED CITY SQUARE
• Identity with a Landmark
• Landscaping
• Views to the Water

IMPROVED SIDEWALKS ON
NEIGHBORHOOD CONNECTORS

STAIRCASE CONNECTION
WITH HANDICAPPED ACCESS

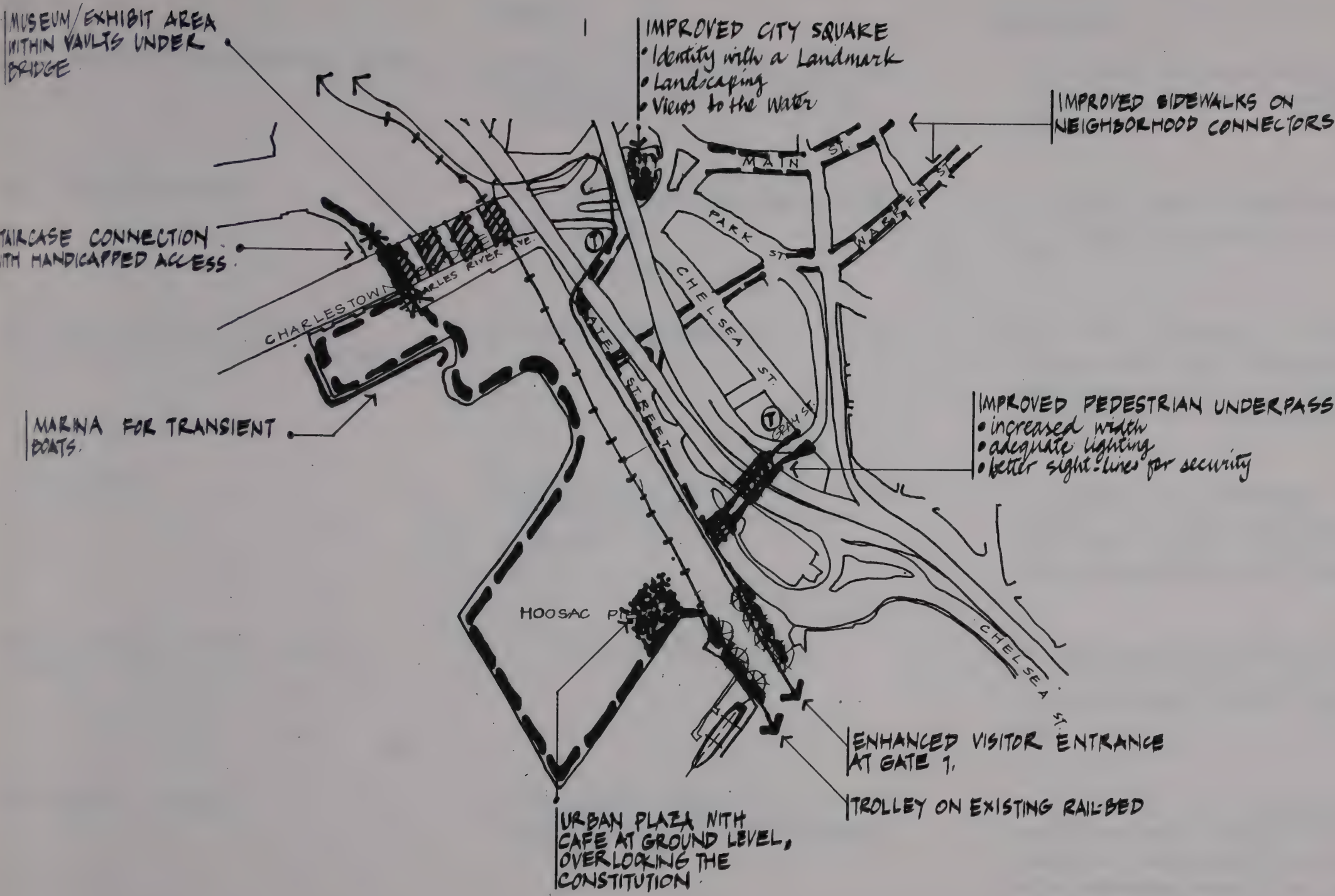
MARINA FOR TRANSIENT
BOATS

IMPROVED PEDESTRIAN UNDERPASS
• increased width
• adequate lighting
• better sight-lines for security

ENHANCED VISITOR ENTRANCE
AT GATE 1

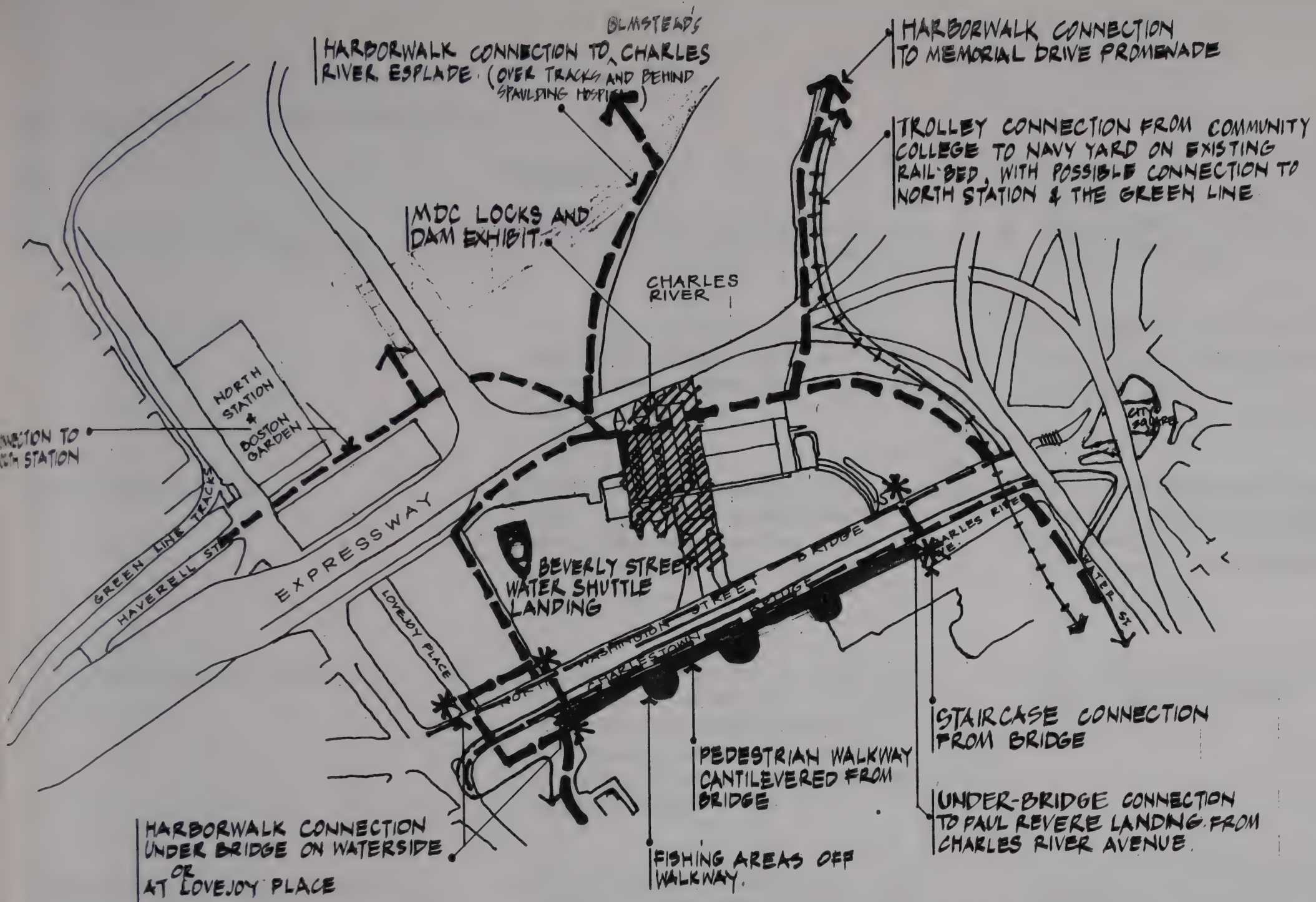
TROLLEY ON EXISTING RAILBED

URBAN PLAZA WITH
CAFE AT GROUND LEVEL,
OVERLOOKING THE
CONSTITUTION



North Station District (See Figure 4.8)

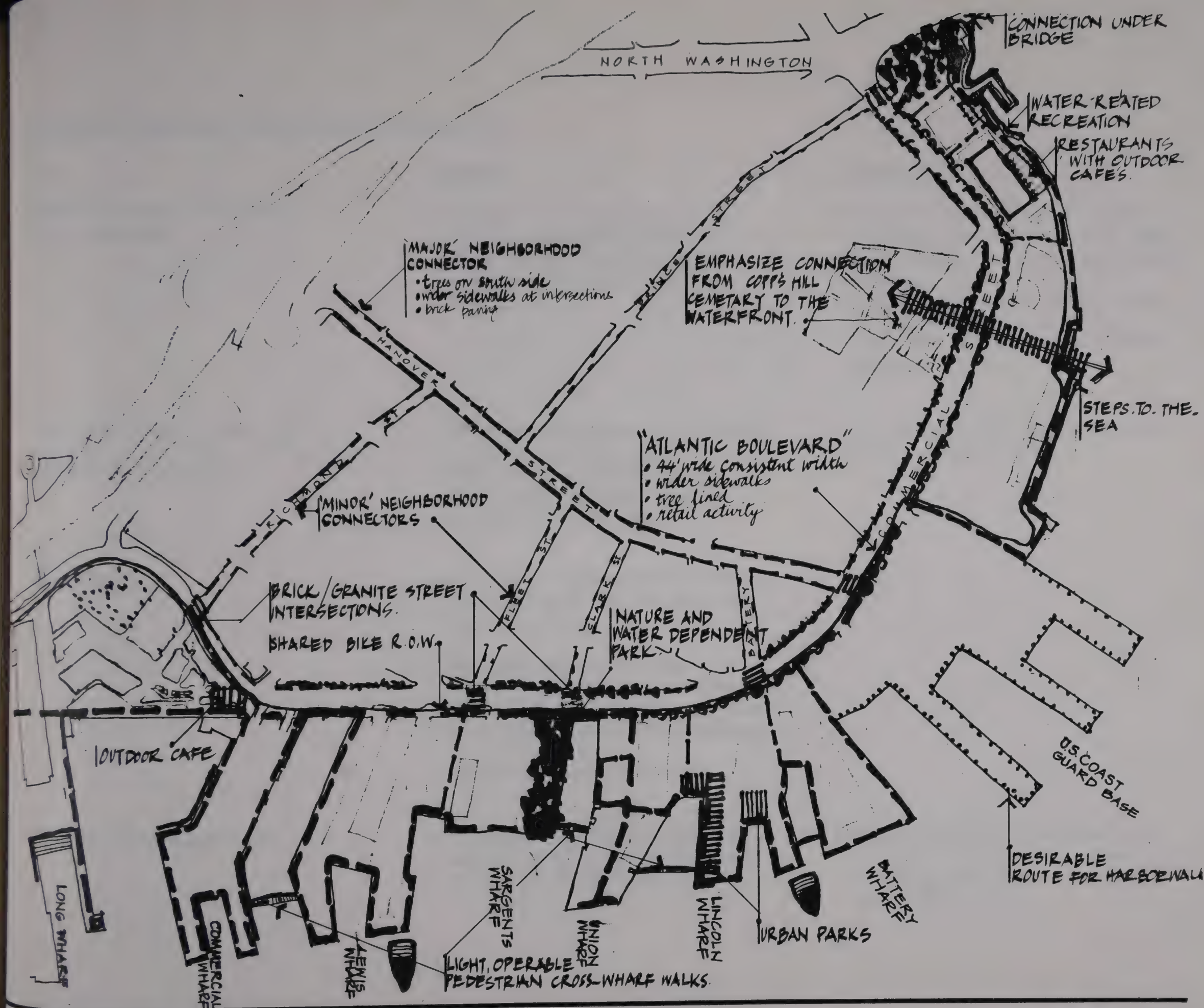
<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
South Bank of the Charles River	<ul style="list-style-type: none">o Pedestrian/bikepath connections to Olmsted's Charles River Esplanade.	<ul style="list-style-type: none">o To extend and connect to Olmsted's 'Emerald Necklace' concept.
MDC Locks and Dam	<ul style="list-style-type: none">o Exhibit explaining the way the locks work.	<ul style="list-style-type: none">o A unique activity that would be of interest to people of all ages.
Parking area and warehouse adjacent to the Hoffman Building	<ul style="list-style-type: none">o Extend Harborwalk.	<ul style="list-style-type: none">o Check the feasibility of making a connection with adequate headroom under the bridge to the North End Playground.
Lovejoy Place	<ul style="list-style-type: none">o Pedestrian and bikeway connection under the Charlestown bridge.	<ul style="list-style-type: none">o If above is not feasible, connection from the existing depressed (approximately 8') street would be much easier.
Beverly Street/North Station Landing	<ul style="list-style-type: none">o A water shuttle landing.	<ul style="list-style-type: none">o Will be used extensively by the DPW for staging of the Central Artery North Area project.
Charlestown Bridge	<ul style="list-style-type: none">o A separate pedestrian walkway cantilevered from the bridge.	<ul style="list-style-type: none">o The sidewalk on the bridge would be used exclusively as a bikepath, whereas the pedestrian walkway would be lower than the road level, and therefore a more pleasant walk.



North End District (See Figure 4.9)

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Area on water's side of 585 Commercial and MDC Rink	<ul style="list-style-type: none">o Glass enclosed restaurants with excellent views of the harbor.	<ul style="list-style-type: none">o To provide activity at Harborwalk level.
MDC Skating Rink	<ul style="list-style-type: none">o To adapt to other active recreational use such as basketball, when the rink is not in use.	<ul style="list-style-type: none">o Extremely underutilized section. Year-round usage should be provided.
Copp's Hill Terrace	<ul style="list-style-type: none">o Emphasize connection from Copp's Hill Terrace to Harborwalk, and Steps-to-the-Sea through brick paving, lighting fixtures, etc.	<ul style="list-style-type: none">o Based on Olmsted's original idea of using advantageously the contours of the North End, to connect to the waterfront.
Commercial Street-Atlantic Avenue	<ul style="list-style-type: none">o Rename the street to Atlantic Boulevard, maintain a consistent 44 feet wide roadway. Landscape with brick and granite, shade trees, signage, seating areas.	<ul style="list-style-type: none">o Add remaining width to the walkway on the waterside.
Intersection of neighborhood connector streets with Atlantic Boulevard	<ul style="list-style-type: none">o Brick paved intersections with widened sidewalks at the junction of Richmond, Fleet, Clark, Clark, Battery, Hanover and Prince Streets.	<ul style="list-style-type: none">o To emphasize visually, the pedestrian nature of the intersection.

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Intersection of Battery and Hanover Streets with Commercial Street	<ul style="list-style-type: none"> o Small landmarks visible from waterfront park as well as the North End Playground (near baseball diamond). 	<ul style="list-style-type: none"> o The landmark elements will mark the turn of Atlantic Boulevard, and help orient people. The Battery Street landmark will orient boat passengers at Lincoln Wharf to the North End.
Union Wharf	<ul style="list-style-type: none"> o Lookout at the end of the wharf. 	<ul style="list-style-type: none"> o With the pool covered and the fence around it taken down, there would be excellent downtown views from the lookout, which would encourage the public to go to the end of the wharf.
Sargent's Wharf	<ul style="list-style-type: none"> o A nature park along the edge which is also a water dependent park, with sculptures, fountains, and a public marina. 	
The North End finger wharves	<ul style="list-style-type: none"> o Light operable pedestrian, bridges across the ends of the wharves, connecting Commercial to Lewis, Sargent's to Union, Lincoln and Battery Wharves. 	<ul style="list-style-type: none"> o Each bridge could be of a different design, which would add to the uniqueness of the configuration of the wharves. The operable bridges would allow boat traffic in and out of the slips. In addition, the bridges would help form a pedestrian loop from Commercial to Battery Wharf, returning on active, urban 'Atlantic Boulevard'.



Downtown/Financial District (See Figure 4.10)

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Atlantic Avenue in front of Quincy Market	<ul style="list-style-type: none">o Realign the street to increase pedestrian area in front of the Marriott Hotel and the Aquarium Station.	<ul style="list-style-type: none">o The existing strip of grass between the Marriott and the Expressway is extremely under-utilized, if that space is moved to the waterfront side of the street; it could be used for an information booth, waiting area.
The cross-walks under the expressway at State, Milk, India and Broad Streets	<ul style="list-style-type: none">o Improve the pedestrian underpasses, to make direct connections to the neighborhoods. Increased lighting, brick paving and signage.	<ul style="list-style-type: none">o To mitigate the visual barrier of the Expressway.
Long Wharf	<ul style="list-style-type: none">o Provide a public information booth, similar to the one at the Commons.o Visually emphasize the Harborwalk connection through the Marriott, through signage and other Harborwalk elements.o Provide public restrooms.	
New England Aquarium	<ul style="list-style-type: none">o Prepare feasibility study to reduce drop off/parking conflict with pedestrian access.	<ul style="list-style-type: none">o A proposal for increased use of public transit by school children may be worked out with MBTA.

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
New England Aquarium (cont'd)	<ul style="list-style-type: none"> o Improve entrance to the Aquarium. o Replace concrete wall around the perimeter of the wharf with a see-through railing. o An urban plaza on the water-side of the wharf with down-Harbor views. o A cafeteria with outdoor cafe. o Relocate 'The Discovery' to the end of the Pier. 	
Area between the Harbor Towers garage and the water	<ul style="list-style-type: none"> o An outdoor cafe. o More seating areas overlooking the Harbor. 	
Harbor Towers	<ul style="list-style-type: none"> o Make the walkway character 'more public'. o Harborwalk connection (on water's edge as well as on land between Harbor Towers and Rows Wharf. o Replace sculptures with small urban garden. 	

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Rowes Wharf	o Minimize water's edge lighting reflecting off the water.	o Creates glare for boaters.
400/408 Atlantic Avenue	<ul style="list-style-type: none"> o Remove gate blocking access to and from the Northern Avenue Bridge. o Handicapped access provision to and from the Northern Avenue Bridge. o Small exhibit explaining the 'Tide Station'. 	



Fort Point Channel District (See Figure 4.11)

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Hook Lobster	<ul style="list-style-type: none">o Harborwalk with an integrated bikeway.	<ul style="list-style-type: none">o Ramps should be provided at all grade changes for continuity.
Sheraton	<ul style="list-style-type: none">o Harborwalk	
Boston Edison	<ul style="list-style-type: none">o Harborwalko Arcade type connection from Atlantic Avenue to urban plaza at the Channel.	
Cheers Restaurant/Office	<ul style="list-style-type: none">o Harborwalk with continuation of Urban Plaza at the Channel - this urban plaza could be a spot where artists could display work similar to Mont Martre Plaza in Paris.	<ul style="list-style-type: none">o This is an area that needs activity and with the artists community so close, this place provides an excellent opportunity.
Dorchester Avenue	<ul style="list-style-type: none">o Harborwalk with connections to a floating amphitheater located between Congress Street and Summer Streeto Paddle boats could provide some water-related recreation. This could be provided from the floating barge.	<ul style="list-style-type: none">o The floating barge could be designed to hold an open amphitheater for lunch and evening performances in theater and dance. A small paddle boat pavilion could be included.

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Olympic/Channel Buildings	<ul style="list-style-type: none"> o Existing concrete harborwalk provides covered connection from Congress Street to Summer Street along a concrete walkway. 	<ul style="list-style-type: none"> o This area has dramatic existing grade changes where handicapped access should be provided.
Children's Museum	<ul style="list-style-type: none"> o Existing boardwalk provides harborwalk and an urban plaza for gathering, however, a more carnival like atmosphere with jugglers, magicians, etc., could provide luncheoneers and children with impromptu entertainment on an adjacent stage on the water. o Systematic crosswalks at both ends of Congress Street Bridge would facilitate crossing Congress Street. 	<ul style="list-style-type: none"> o Existing spaces provide some activity but enhancement of amenities should take place.
Victoria Station	<ul style="list-style-type: none"> o Provide at least a 35' harborwalk on the Channel side of building. 	<ul style="list-style-type: none"> o Some space is needed for an outdoor cafe and connection from the Northern Avenue Bridge to the museums.
Farrell Ocean Services	<ul style="list-style-type: none"> o At the site of this present business the New Northern Avenue Bridge will touch down to its South Boston bank abutment, a passageway should be provided that has 2 levels with at least 10' headroom clearance. 	<ul style="list-style-type: none"> o This passageway is in the design development phase of planning.

SiteProposalComments

Neptune Lobster

- o Water access for lobster boats must be maintained. However, a walkway along the landside of the business should be provided. This site, when Sleeper Street is relocated, can provide a public plaza with a theme such as Lobster Park.

- o This business is planning to expand the outdoor cafe facilities. Relocation of the freezer would provide adequate space for the needed sloping of passage way under New Northern Avenue Bridge.

Summer Street Bridge

- o Provision for bicycle travel can be provided through stenciling.

- o Sidewalks exist on both sides of the bridge, however, the width cannot provide a bike path. A segregated lane on the roadbed would be adequate.

Congress Street Bridge

- o Provision for bicycle travel can be provided through stenciling.

- o Sidewalks exist on both sides of the bridge, however, the width cannot provide a bike path. A segregated lane on the roadbed would be adequate.

New Northern Avenue Bridge

- o Continuous pedestrian and bicycle connection is recommended. The bridge could provide pullouts (such as Longfellow Bridge) for sitting and viewing the Channel.
- o Passageway under the South Boston bank abutment.

- o This bridge is in the design development phase of planning.

Site

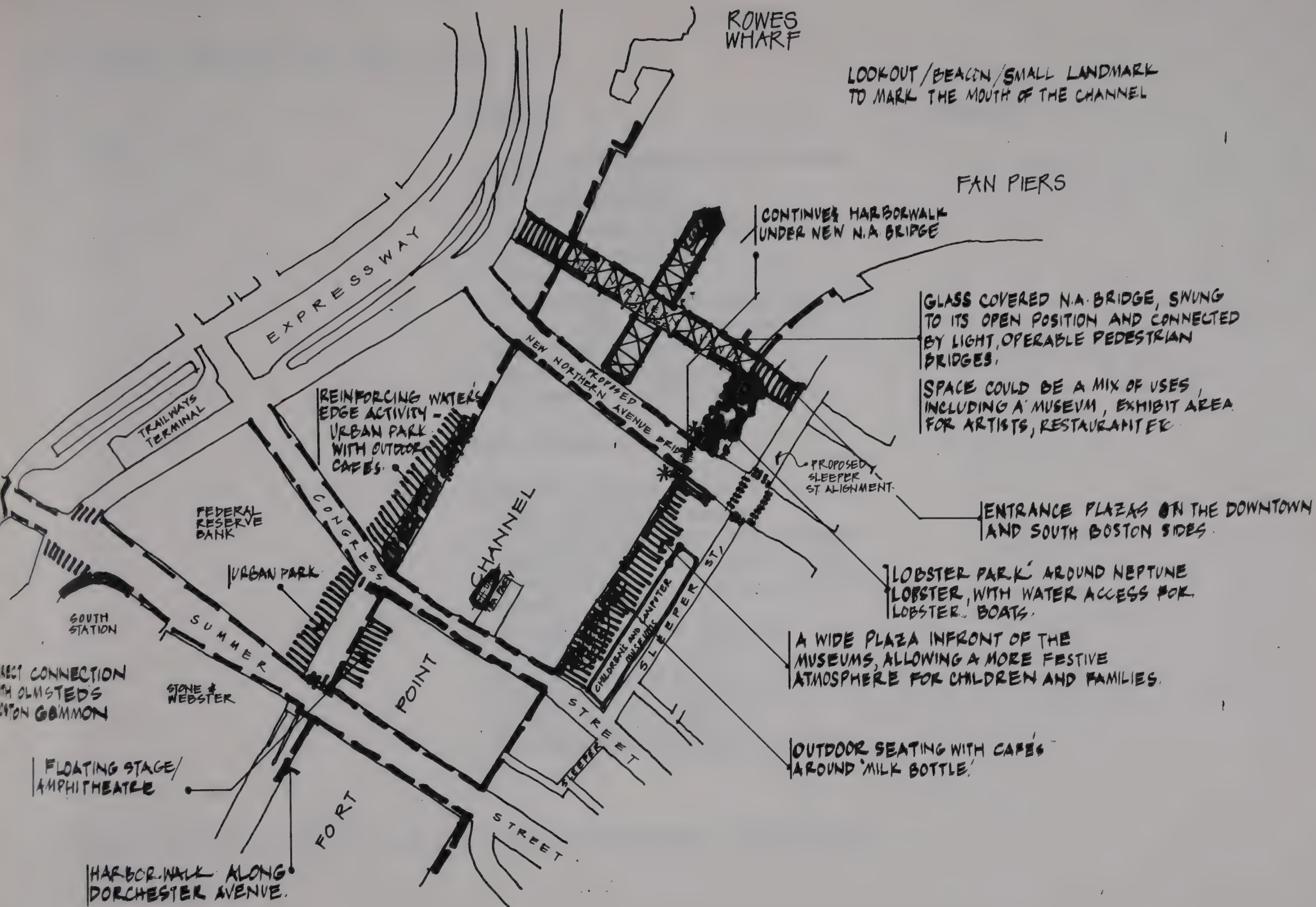
Proposal

Comments

Existing Northern Avenue Bridge

- o The bridge should primarily provide pedestrian connection from downtown Boston to South Boston. It could be swung to open position permanently with restoration of the swing space and addition of a pedestrian link. The existing bridge tenders house could house a museum, restaurant or other attraction.

- o Old bridge is eligible for inclusion on National Register of Historic Places. Therefore, any plan should include restoration of swing span.



South Boston District (See Figure 4.12)

<u>Site</u>	<u>Proposal</u>	<u>Comments</u>
Fan Piers*	<ul style="list-style-type: none">o Canal promenades with arcadeso Waterfront Parko An amphitheatero Urban plaza (Pittsburgh Street)o Marina boardwalko Breakwaterso Pedestrian bridges over the canal, with 17' clearance at mean high watero Entry pool on Pier 4o A covered galleria <p>Water-Related Activities:</p> <ul style="list-style-type: none">o Floating docks along the canal with 40 docking spaceso Ferryboat landings and facilitieso Fishing pier on the breakwatero Breakwaters forming a protected lagoono A coastal cruiser landingo Public dinghy docko A marina between Pier 4 and Commonwealth Piero A ship display docko On-demand water-taxi landing	

* Proposals have been taken from the Final Environmental Impact Report.

Site

Proposal

Comments

Harborwalk, Phase I Proposal:

- o Active recreation area for a tot-lot ball field and running track.
- o A 'Nature Park' with dense plantings.

- o These should be accessible to the entire neighborhood.

Commonwealth Pier

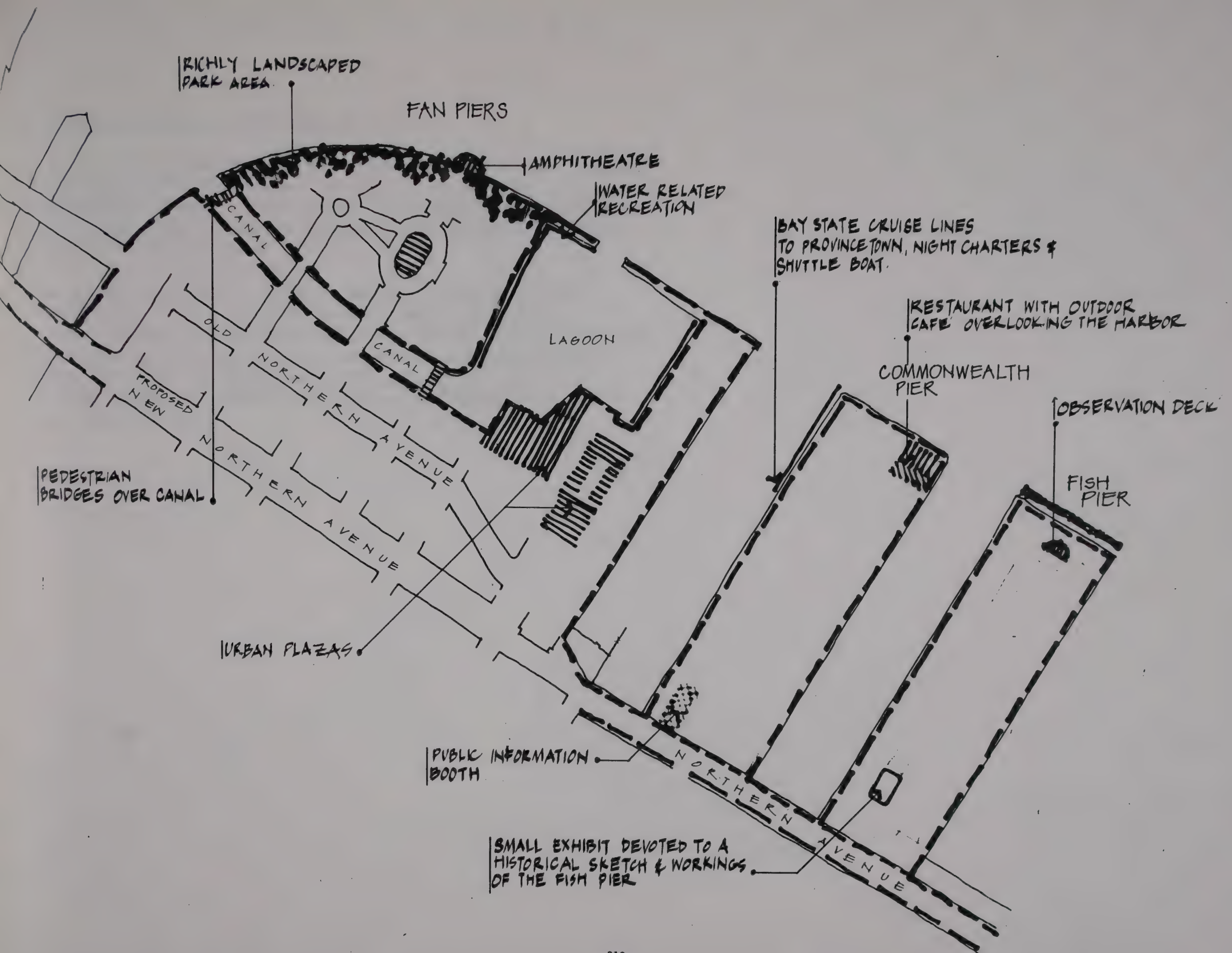
- o Public Information Booth

- o May be incorporated with the Bay State Cruise office.
- o A map of Harborwalk showing the district with the amenities provided.

Fish Pier

- o An "observation deck" on the 2nd or 3rd floor of the building on the end of the pier (to avoid conflict with the working waterfront).
- o A small exhibit devoted to the history of the pier, the activities and buildings on it.

- o To afford visitors the opportunity to view the 'workings' of the Fish Pier.
- o Located at the head of the pier near Northern Avenue or the 'No Name' restaurant.



Connectors District (See Figure 4.13)

Some of the connectors in this district have already been discussed within the other districts. These are Charlestown Bridge, MDC Locks, Commercial Street/Atlantic Avenue, Northern Avenue Bridges, Congress Street and Summer Street Bridges.

The other connectors in this district - Chelsea Street, Constitution Road, Beverly Street, Walk-to-the-Sea, Sleeper Street and Northern Avenue should all be improved. Brick and granite paving on sidewalks and crosswalks, adequate lighting, signage to the waterfront and landscaping should be added, to emphasize the importance of these connectors.

Constitution Road
 • IMPROVED ACCESS INTO NAVY YARD
 • CROSSWALKS - FROM BUS STOPS TO CHARLESTOWN

MDC Locks
 • SEE FIG. 4.8

Beverly Street
 • CONNECTION TO NORTH END HARBORWALK ON WATER SIDE
 • WAITING AREA FOR WATER SHUTTLE

Northern Avenue Bridge
 Proposed Northern Avenue Bridge
 Congress Street Bridge
 Summer Street Bridge
 • SEE FIG. 4.11

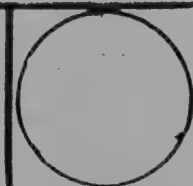
Chelsea Street
 IMPROVED SIDEWALKS
 • paving
 • lighting
 • signage
 CONVENIENT ACCESS TO/FROM BUS STOP.

Charlestown Bridge
 • SEE FIG. 4.8

Commercial Street / Atlantic Avenue
 • SEE FIG. 4.9

Sleeper Street
 • WIDENED SIDEWALKS
 • BUS PULLOVER AREA.

Northern Avenue
 • IMPROVED PEDESTRIAN ENVIRONMENT.



Plan Implementation

PLAN IMPLEMENTATION

This chapter of the report discusses a number of aspects related to the implementation of the Harborwalk, Phase I Plan. These include the following: Harborwalk public access provisions - Waterfront Access Zone and existing public easements; design standards; financing, development and maintenance; fire and signage regulations; timeframe for completion; and recommended next steps.

A. Harborwalk Public Access Provisions - Waterfront Access Zone and Existing Public Easements

Two legal mechanisms will guarantee the provision of public access to and along the water's edge in the implementation of Harborwalk: the Waterfront Access Zone and existing public easements.

The Boston Redevelopment Authority has drafted a Waterfront Access Zone Amendment to the Zoning Code in order to ensure that waterfront developments incorporate a Harborwalk system. The major provisions of the Waterfront Access Zone are, as follows:

- o The zone would preserve Boston Harbor as a valuable natural resource and public amenity by maintaining public rights to recreational and commercial activity in the harbor and by providing physical and visual public access to and along the water's edge.
- o Along the length of the East Boston, Charlestown, Inner Harbor, South Boston, and Dorchester waterfronts, no structures other than those used for maritime-dependent industrial purposes could be erected within 35 feet of the water's edge. In the case of piers, where the Boston Redevelopment Authority finds that compliance with this requirement is impractical, the requirement would apply only to the piers' end. Alternative methods for access to the end of the pier and around the perimeter would be determined by the BRA.
- o No Interim Planning Permit would be granted without a Public Access Plan. This would provide for public pedestrian access to the 35-foot walkway along the water's edge. Also, during the period the Harborpark IPOD is in effect, an applicant for the Interim

Planning Permit would enter into a covenant to ensure continued maintenance of public access to and along the water's edge for a 99-year period.

In addition to the Waterfront Access Zone which would ensure Harborwalk along the water's edge, a number of public access provisions, currently existing through public easements and requirements of Rehabilitation/Land Disposition Agreements, would be used for linking the water's edge walkway to the perimeter connectors. These existing provisions are detailed in Appendix B of the report.

Harborwalk Dimensions

The Waterfront Access Zone legislation requires minimum widths for Harborwalk easements on piers. These are, as follows:

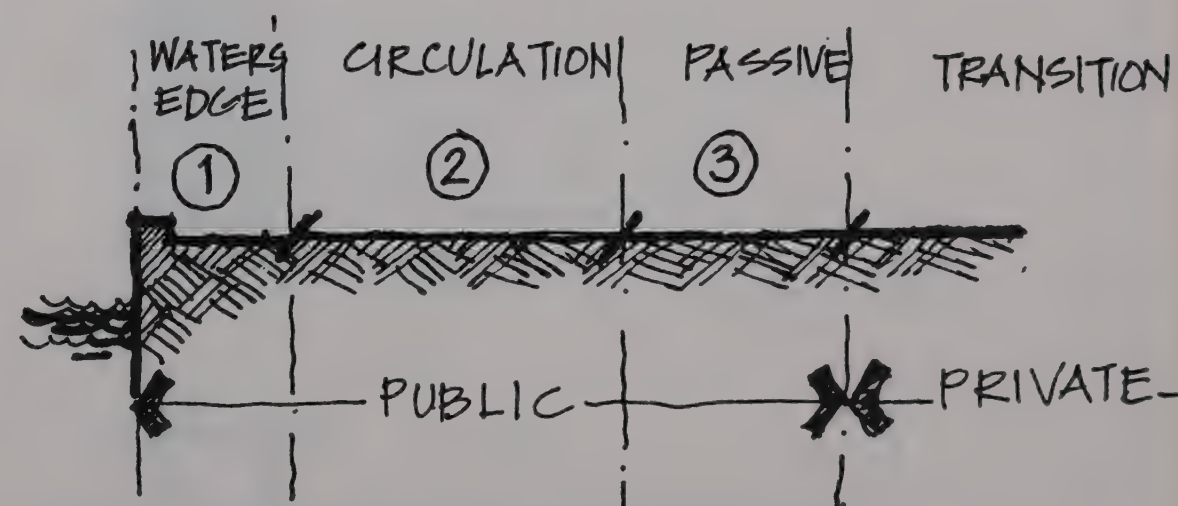
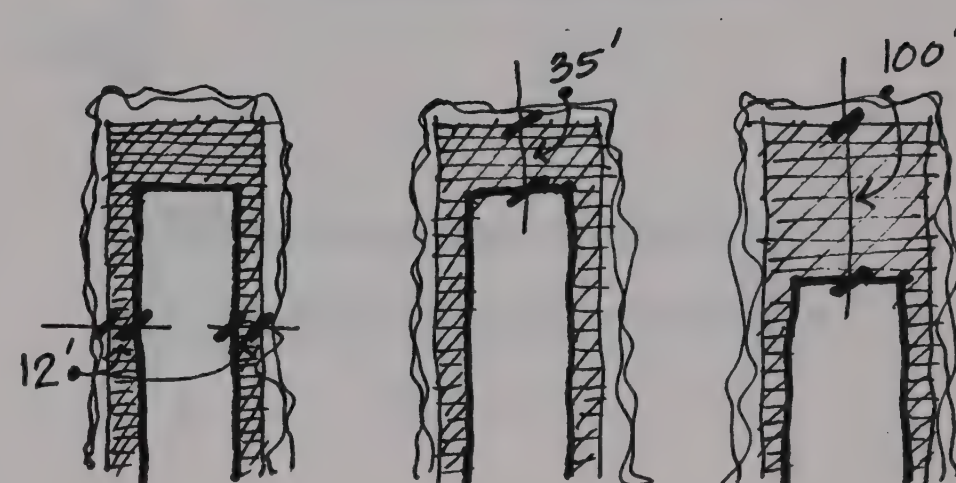
- o 12' on sides of piers
- o 35' on ends of piers (non-CNY)
- o 100' on end of CNY piers

Waterfront Zones

There are three distinct zones within the Harborwalk easement area: (1) water's edge, (2) circulation, (3) passive as well as a transition zone.

Each zone has a particular function, but there is also a lot of flexibility and interchange of activities within some zones.

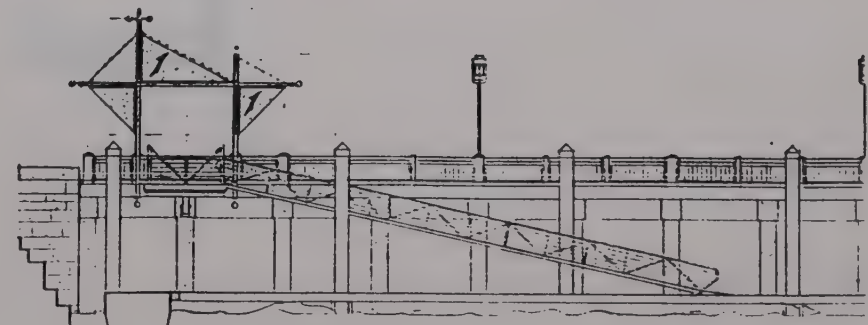
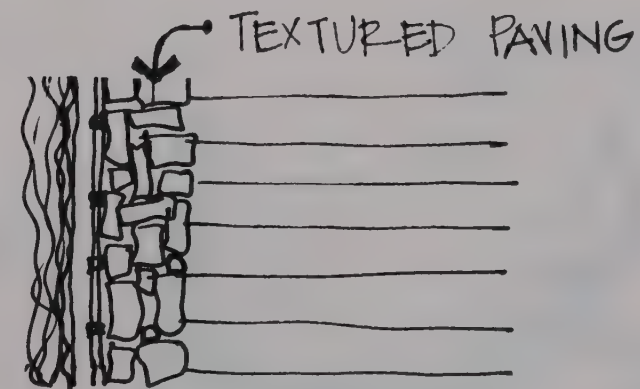
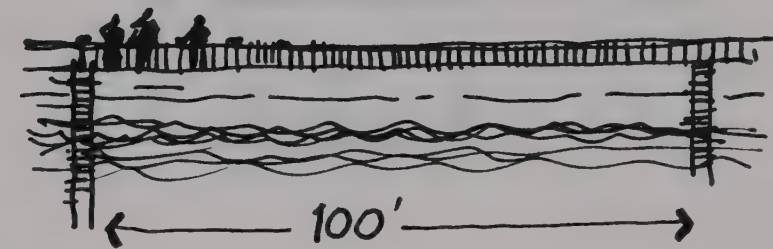
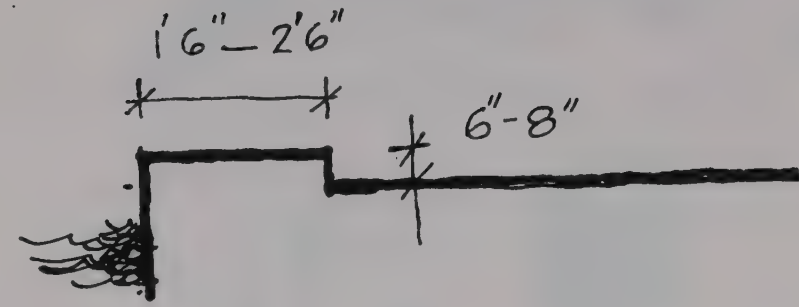
The minimum required widths of the water's edge zone, circulation zone, and passive zone when the width of the public easement varies is, as follows:



	Water's Edge Zone	Circulation Zone	Passive Zone
12' wide easement	-	8'-10'	-
35' wide easement	9'-10'	12'-16'	10'-14'
100' wide easement	12'-20'	12'-20'	-

Water's Edge Zone

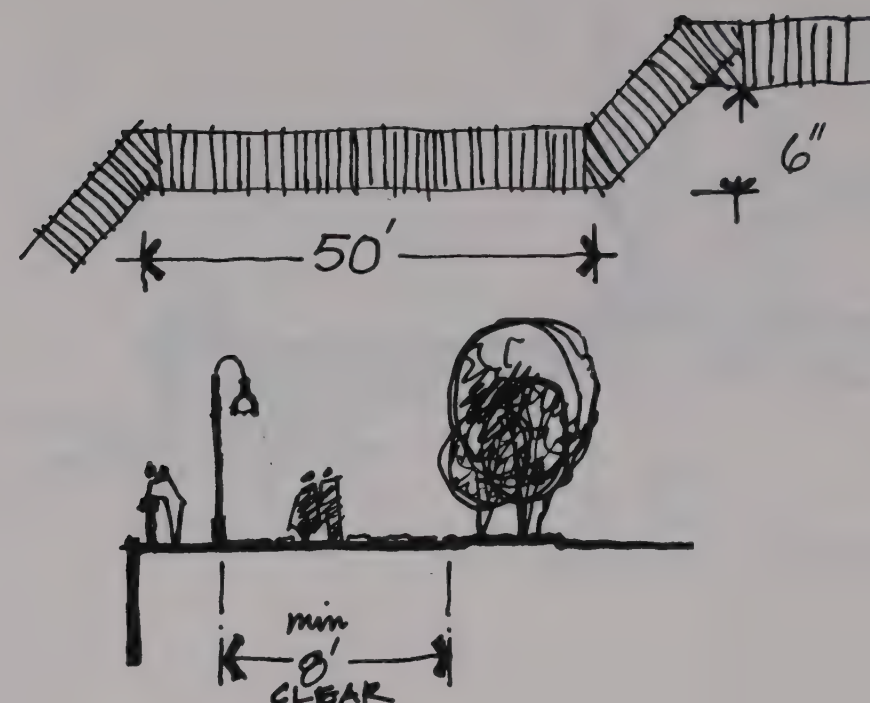
- o Top of seawall/bulkhead should be 6"-8" higher than surface of Harborwalk circulation zone, if there is no other barrier such as bollards or fencing.
- o Top of bulkhead or seawall should be 1'6" - 2'6" wide at the top, to double as a seating area.
- o Safety ladders of stainless steel or galvanized steel should be placed a maximum of 100' apart along the face of the seawall or bulkhead, to allow for climbing out of the water at low tide.
- o A barrier at the water's edge may be installed at the discretion of the property owner. Such a barrier, if used, should be as visually transparent as possible, such as a simple railing.
- o A strip of paving adjacent to the edge should be textured with a type of cobble stone or other material to distinguish between the main circulation area, and the edge of the walkway.
- o Accessible ramps from the walkway to floating docks should be provided.
- o Possible location of seating, lighting fixtures, trash receptacles, etc.



- o Maximum length of the piers edge should be designed to accommodate docking of large boats.

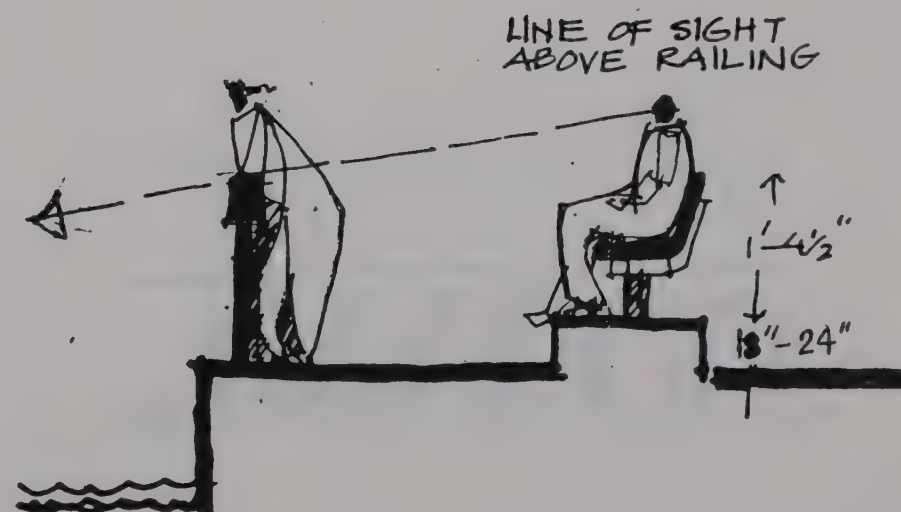
Circulation Zone

- o Harborwalk circulation zone or walkway should be a minimum of 8'-12' in width.
- o Alignment offsets of the walkway should not exceed 6' and should be spaced not less than 50' apart.
- o Obstructions to movement (trees, bollards, lighting, etc.) within promenade should not reduce the clear width of the walkway to less than 8' at any point.
- o The promenade surface should be sloped toward an acceptable storm drainage disposal system.



Passive Zone

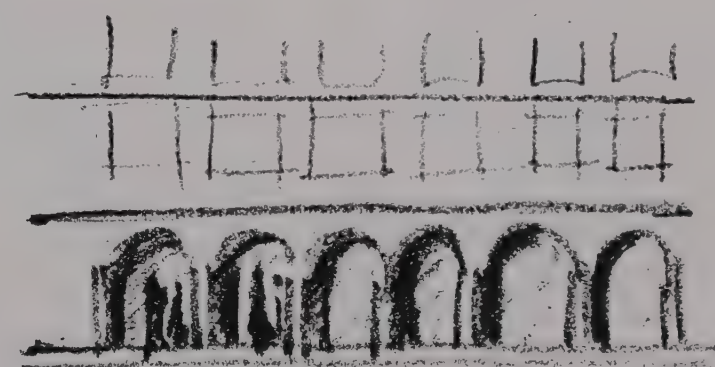
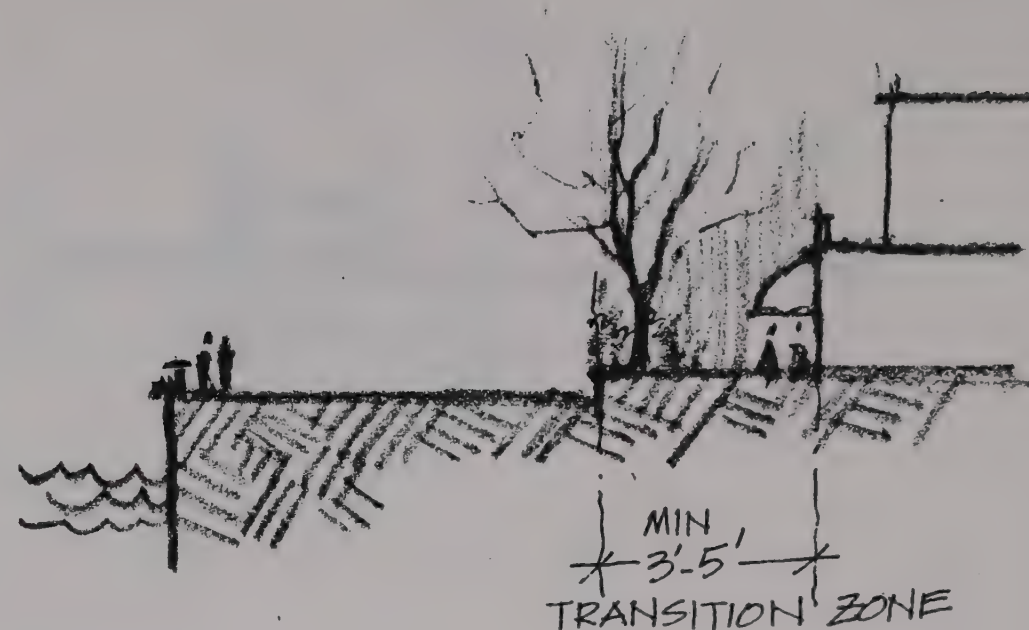
- o The area for sitting, accent landscaping and concessions should be located either along the inland or the water's side of the Harborwalk, and be at least 4' in width.
- o Short lengths of the passive zone may be elevated 1½-2' above the level of the promenade for enhanced bay and river views.
- o Most benches shall have backrests. Their placement should emphasize direct views of the water.
- o Seating surfaces should be Purple Heart, Western Red Cedar or Redwood.
- o All furniture should be permanently installed preferably by direct burial in concrete.



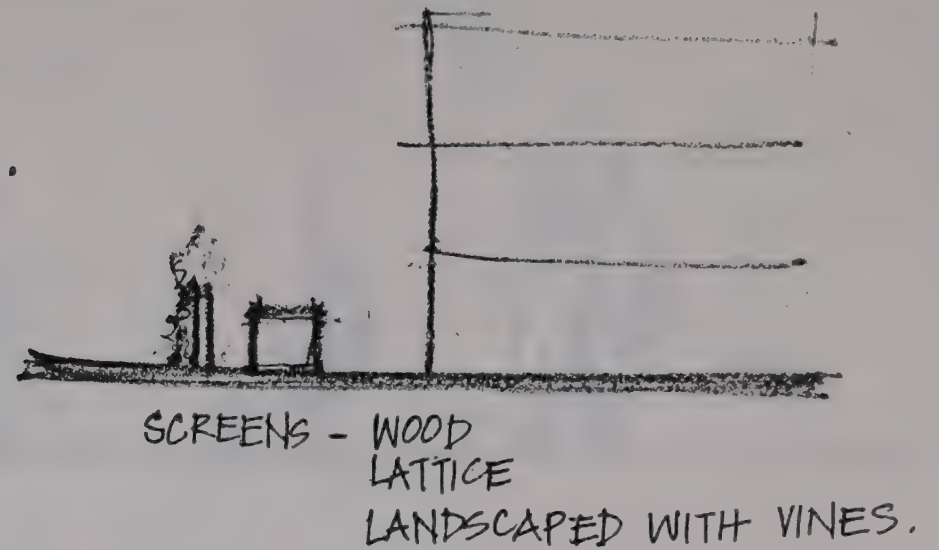
- o Appropriate additional furniture including trash receptacles, overhead canopies or shelters, drinking fountains, etc., should be confined to the passive zone.
- o The passive zone may be paved in brick, granite or the same as the paver on the main circulation zone.

Transition Zone

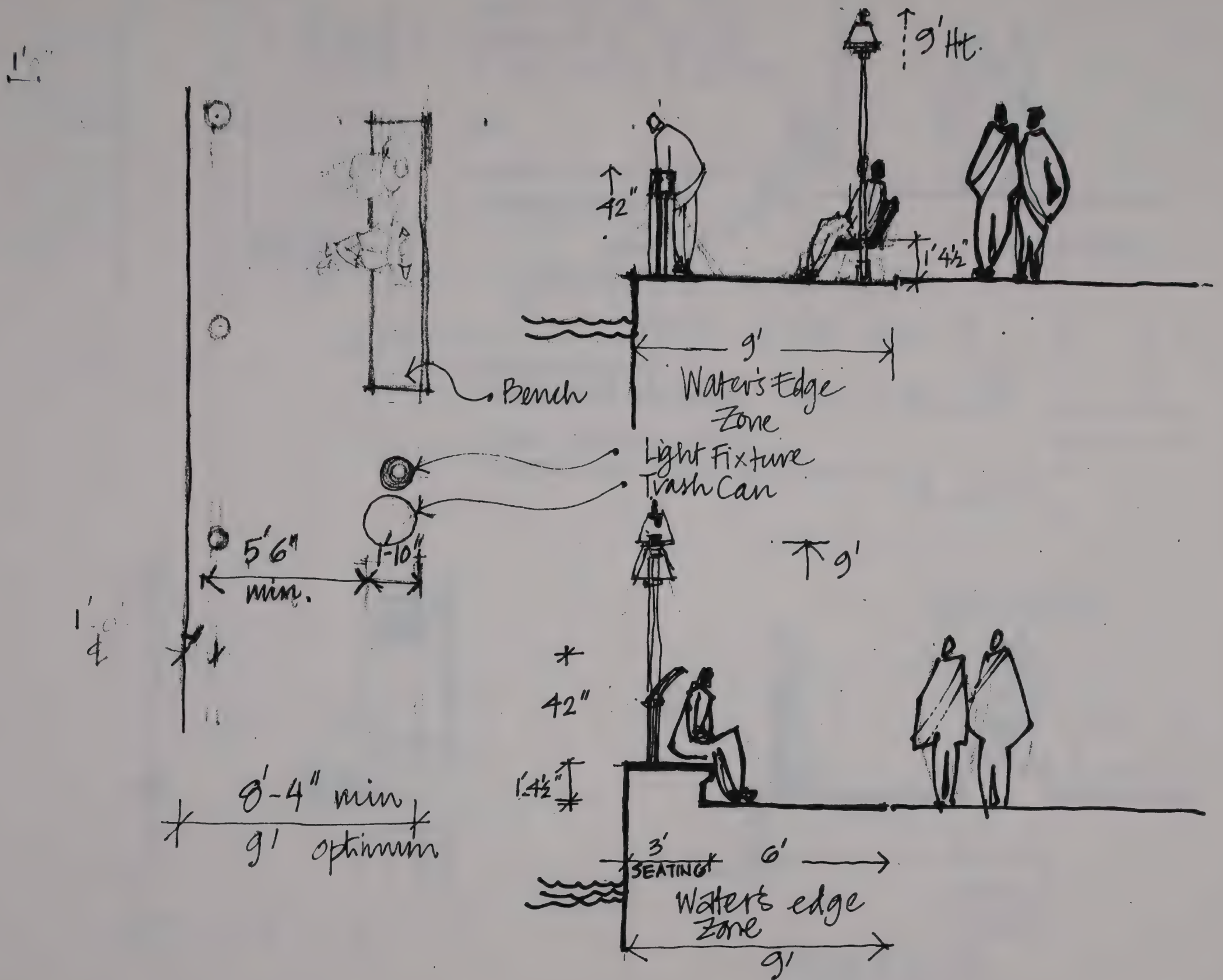
- o To buffer private development from the adjacent Harborwalk-a 3'-5' transition zone is suggested.
- o This visual and functional transition from public to private space should generally be marked by low level shrubbery and overhead shade or ornamental trees.
- o Security to limit public access to private property may be provided by fences or grade changes. All screens and walls should be landscaped to reduce their visual impact on the walkway.
- o For adjacent developments that serve the public (i.e., restaurants, shops, hotels, entertainment, etc.) provision of wide, visible and easy pedestrian access to Harborwalk should be assured.
- o In general, landscaping and security barriers should not visually screen the walkway from adjacent active uses, such as retail restaurants, or entertainment.
- o For adjacent developments, transparency of building facades is desirable. This can be achieved through arcades, door, and window openings on the Harborwalk side.
- o As much as possible, the building edge should include elements of the public environment such as water fountains, public telephones, signage, canopies, etc.



- o Land uses of adjacent development should be compatible with a pedestrian environment.
- o Services incompatible with a pedestrian environment should be screened; such as trash areas, loading/unloading docks, mechanical areas, etc.



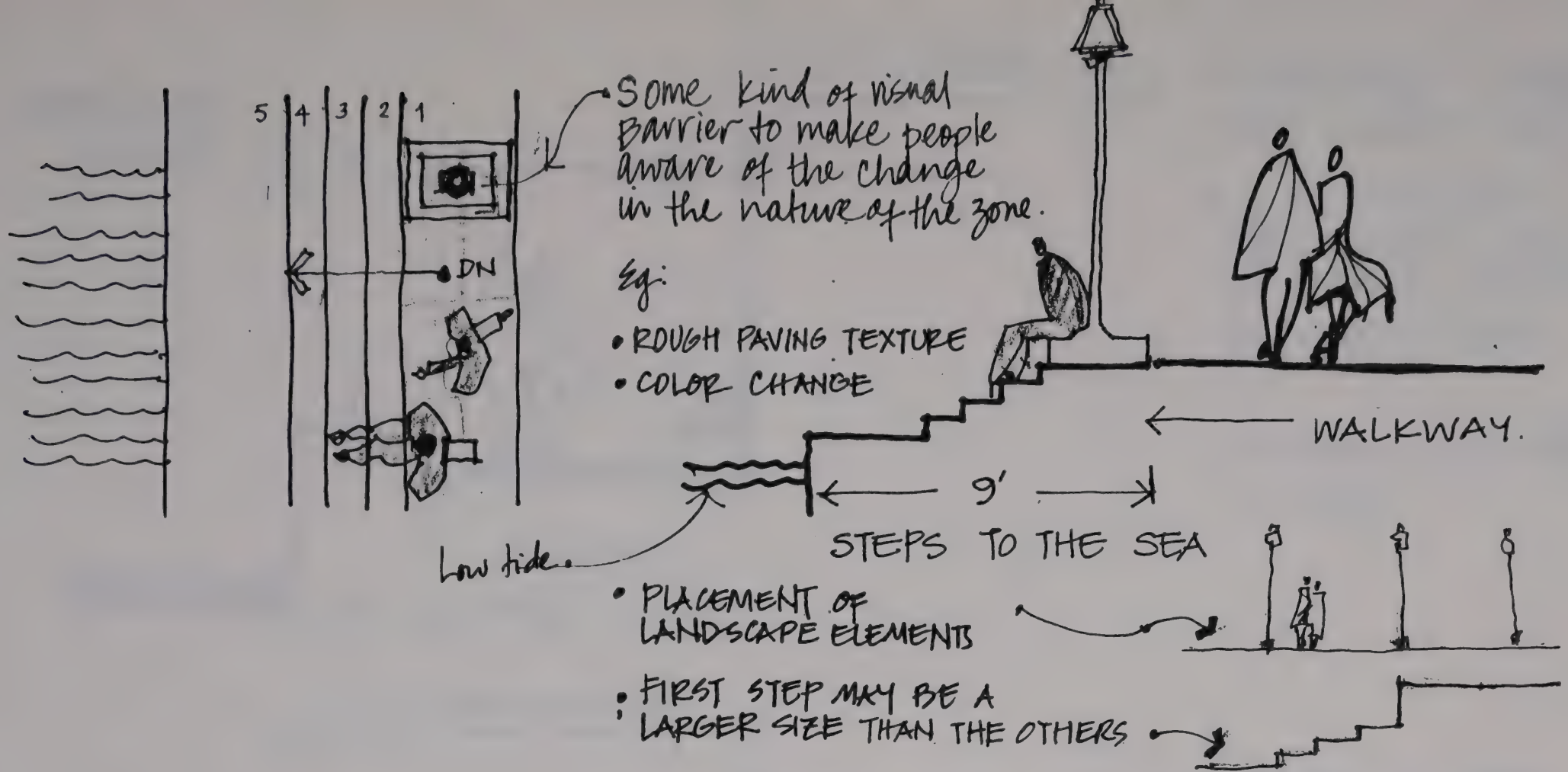
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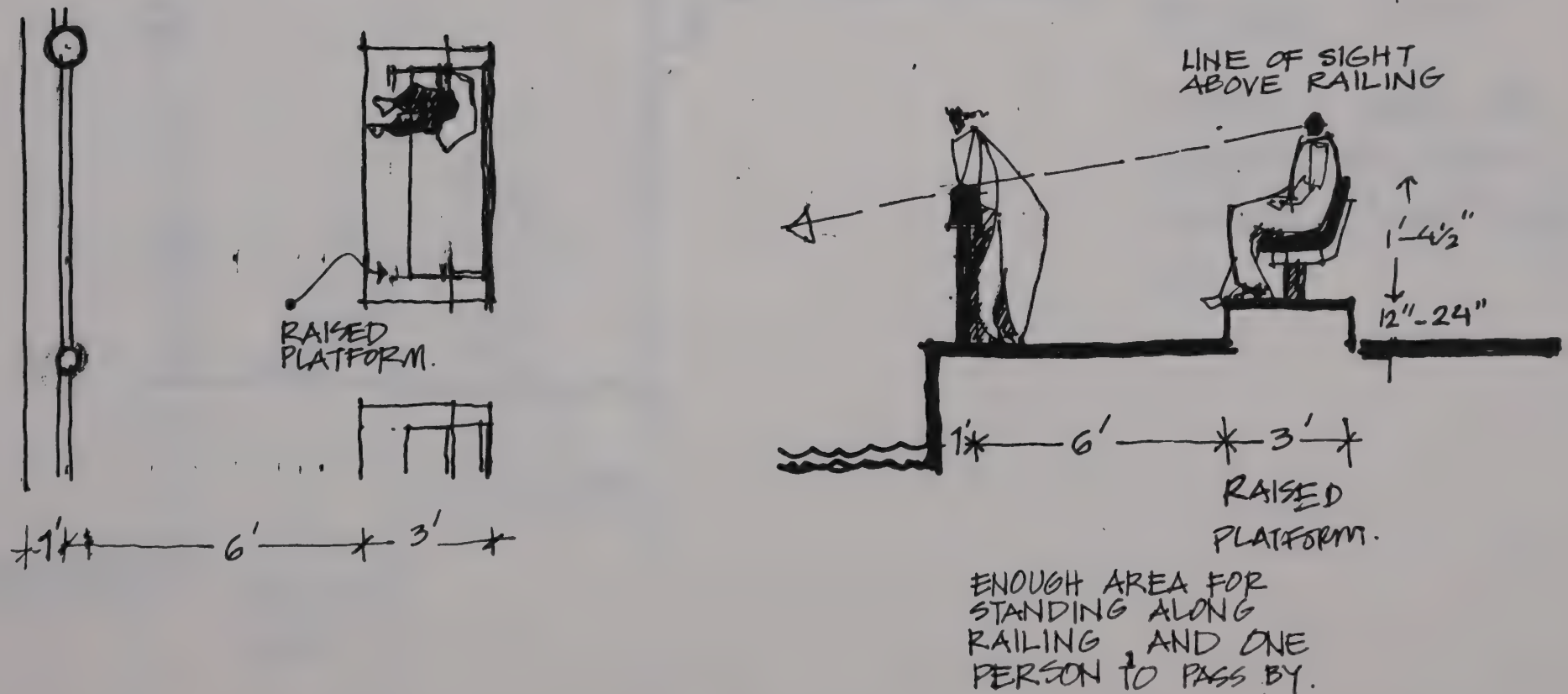
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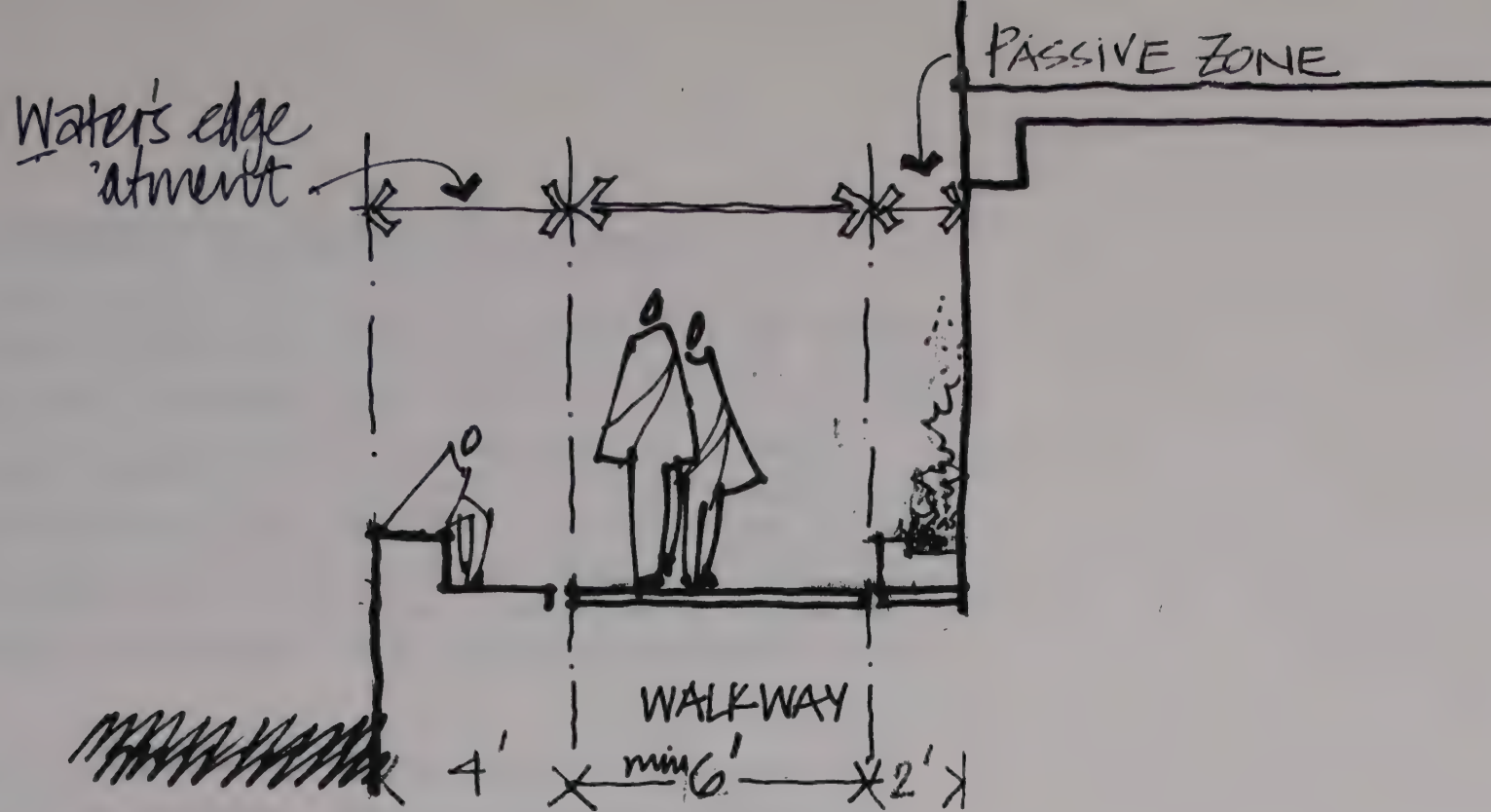
ALTERNATE TREATMENT OF WATER'S EDGE ZONE ON 35' EASEMENT.

3

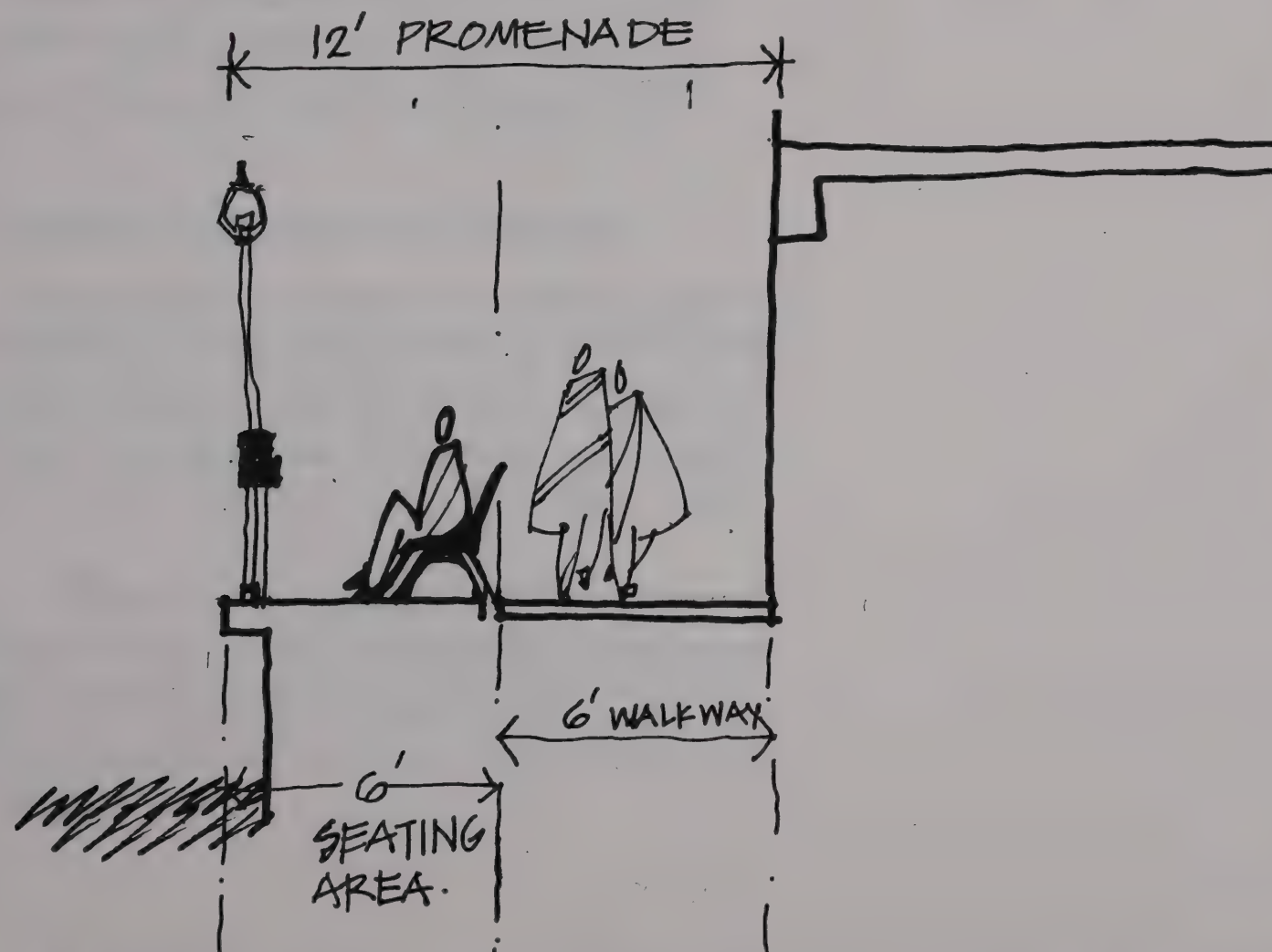


4





- Walkway 2' away from building edge.
- 2' on landside edge, could be used for seating, planter, entrance steps.
- seating incorporated in edge.



- Walkway along Building edge.
- Water's edge side widened for seating, railings, light fixtures etc.

ALTERNATE TREATMENT OF 12' EASEMENT.

B. Design Standards for Harborwalk Elements

Although the Harborwalk system as a whole will be cohesive in terms of goals, guidelines, and elements such as orientation materials, the character and flavor of Harborwalk will vary depending on the district its located in. Hence, within the same district, Harborwalk will have certain uniform characteristics that identify it as belonging to a particular district and from district to district it will differ making it possible for the walkway system as a whole to offer a diverse, interesting, and enriching experience to the public.

Uniformity and variation in the character and flavor of Harborwalk will be achieved through the application of design standards related to elements such as the water's edge promenade, cross-wharf walkways, sidewalks on connectors, bikeways, water shuttle terminals, lighting, landscaping, pavement patterns, and miscellaneous furnishings.

Design Criteria for Selection of Harborwalk Elements

Durability: Urban areas require durable furnishings due to the intensity and variety of uses and abuses to which they are subjected. Harborwalk is no exception; its furnishings must withstand a variety of adverse conditions. Materials, finishes, and structural designs that have been specified should permit them to stand up to abusive treatment more effectively.

Graffiti Resistance: Graffiti is commonplace, can spoil surfaces as well as spoil the overall Harborwalk experience. To help control such vandalism, graffiti-resistant surfaces should be used wherever possible. Such surfaces will minimize the impact of graffiti by allowing furnishings to be easily and quickly cleaned.

Quality of Design: While furnishings need to be durable, vandalproof, and graffiti-resistant, they also must be comfortable, safe and aesthetically pleasing. Both the design and the selection of such materials as fine hardwoods, steel, paints, brick, granite, and concrete should be used to establish Harborwalk aesthetics that illustrate to users that their Harborwalk is a quality place put together with care - and one which demands quality care in the future.

Continuity: The consistency of design styling among furnishings will reinforce the feeling of continuity throughout the Harborwalk, helping users to recognize its value as a continuous walkway, rather than a mere series of waterfront open spaces.

Miscellaneous Furnishings and Landscaping

Miscellaneous Furnishings and design details should be of high quality. These include lighting, seating, paving, bollards, railings, planters, treatment of tree-beds, tree guards, kiosks and other elements.

Lighting, Seating, and Paving standards are major elements that will determine the character of Harborwalk. Lighting especially, is placemaking and a dominant feature at night because of its height and visibility. The alternative ways in which these elements may be incorporated into the overall design are described below.

- o Uniformity of elements throughout Harborwalk: the same standard fixture along the entire length (15.25 miles in Phase I) so that it is always associated with the walkway (e.g.: The Bishop's Crook light fixture).

- o Variation of elements between some neighborhoods: Harborwalk in Charlestown, North End/Downtown, Fort Point Channel and South Boston may have different fixtures to associate them with a particular neighborhood.
- o Uniformity and some variation between elements in neighborhoods: e.g., the overhead pedestrian lighting may vary, but lower level lighting may be uniform.

The second alternative is the preferred option for Harborwalk, Phase I and has been taken as the basis for suggesting design standards for the above elements, in the next section.

Trash cans should be of uniform design throughout Harborwalk.

Water Fountains should be provided at frequent intervals, and included in the transition zone wherever possible.

Bicycle Racks should be contemporary ribbon-shaped racks, which should be installed at all parks, plazas and other open spaces.

Landscaping

- o Large numbers of new trees and plants should be provided at certain points along the edge of the harbor. These should be hardy, seaside plant varieties, which will tolerate salt spray and windy conditions. Recommended species are, as follows:

Evergreen Trees

Austrian Pines (*Pinus nigra*)
 Japanese Black Pines (*Pinus thunbergu*)
 Holly (*Ilex* genus)
 Yew (*Taxus* sp)

Deciduous Trees

Beech (*Fagus* sp)
Black Locust (*Robinia pseudoacacia*)
Chinese Elm (*Ulmus parvifolia*)
Crab apple (*Malus* genus)
False Cypress (*Chamaecyparis* genus)
Honey Locust (thornless) (*Gleditsia triancanthos*
 inermis)
Mountain Ash (*Sorbus aucuparia*)
White Oak (*Quercus alba*)
Black Oak (*Quercus velutina*)
Red Oak (*Quercus rubra*)
Pin Oak (*Quercus palustris*)
Poplar (*Populus alba*)
Red Cedar (*Juniperus virginiana*)
Russian Olive (*Elaeagnus angustifolia*)
Sycamore Maples (*Acer pseudoplatanus*)
Hawthorn (*Crataegus* sp)

Shrubs

Bayberry (*Myrica pennsylvanica*)
Beach Plum (*Prunus maritima*)
Cinquefoil (*Potentilla* genus)
Snowberry (*Symphoricarpos albus laevigatus*)
Cotoneaster (*Cotoneaster* genus)
Firethorn (*Pyracantha coccinea*)
Forsythia (*Forsythia* sp)
Hydrangea (*Hydrangea* sp)
Inkberry (*Ilex glabra*)
Japanese Holly (*Ilex crenata* sp)
Quince (*Chaenomeles* sp)
Junipers (*Juniperus*)
Leucothoe (*Leucothoe catasbaei*)
Lilac (*Syringa vulgaris*)
Mountain andromeda (*Pieris floribunda*)
Shadbush (*Amelanchier canadensis*)

Summersweet (Clethra alnifolia)
 Viburnum (Viburnum sp)
 Barberry (Berberis sp)
 Rosa rugosa (Beach rose)

- o Planting beds and tubs featuring hardy perennials, low shrubs, spring bulbs, and seasonal flowers should be provided to enliven and beautify Harborwalk. These should be placed in quiet sitting spaces with a back-drop of green trees and shrubs, in large open plazas with vendors, in restaurants and shops, on terraces of adjoining buildings, and/or walkways and boardwalks.

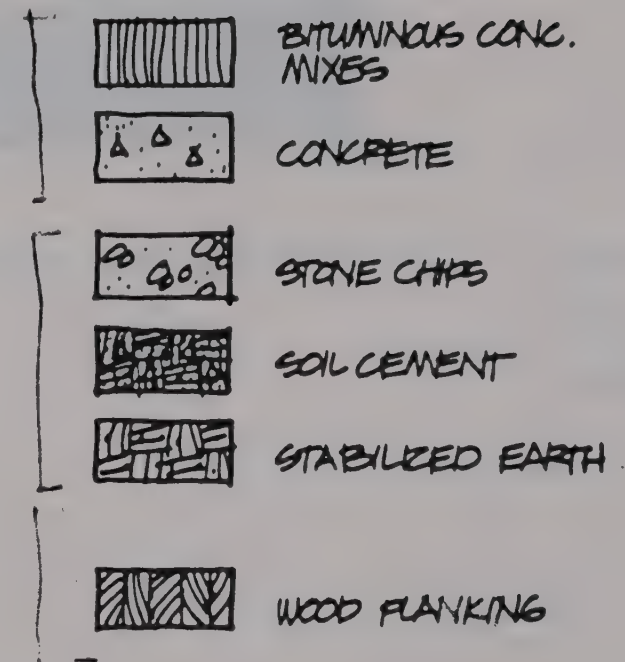
The use of green houses to provide year round natural setting will be encouraged.

Bikeways - Recommended Surfaces

All weather, permanent surfaces: mostly widely used, highest installation costs, longest wearing life, especially good for heavy use in urban ares.

Loose aggregate, compositional, natural surfaces: lower installation costs, high maintenance requirements, susceptible to poor natural drainage, will not stand up to continual heavy use.

Wood Surfaces: use only when laid perpendicular to direction of travel, usually on light bridges, boardwalks, etc.



DISTRICTS & THEIR CHARACTERISTICS

STANDARDS

Lighting

Seating

Paving

Charlestown Navy Yard

- o Historic and industrial character
- o Maritime
- o Low-Rise
- o Adaptive re-use of historic buildings as well as new construction

- o The Harborlite Fixture



- o Timber bench with back



- o Timber decking
- o Brick
- o Concrete slab accents

Charlestown

- o Area in transition
- o Office/corporate character
- o Closer link to the Charlestown neighborhood via proximity to City Square

- o The Harborlite Fixture

- o Timber bench with back

- o Brick
- o Concrete
- o Timber decking over water area

DISTRICTS & THEIR CHARACTERISTICS

STANDARDS

Lighting

Seating

Paving

North Station (includes MDC Locks)

o Institutional

o The globe Fixture

o Timber bench

o Concrete
o Timber decking over
water area

o Educational

o Junction of Charles River
and Boston Harbor



North End

o On the Shawmut Peninsula

o The Heritage Fixture

o Timber bench

o Brick
o Granite
o Textured concrete
o Timber decking over
water area

o Very dense, vibrant, historic
residential neighborhood

o Low to mid-rise

o Traditional Italian flavour
with number of Italian stores
and restaurants



o A number of historic
buildings

o Active recreation in the
North End playground

DISTRICTS & THEIR CHARACTERISTICS

STANDARDS

Lighting

Seating

Paving

Downtown/Financial

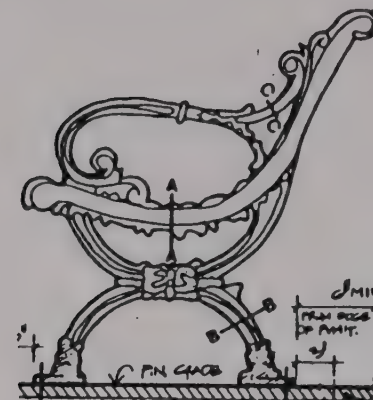
- o Corporate image - mix of glass and steel, interspersed with historic buildings
- o High concentration of office towers
- o Includes major transportation links

o The Acorn Fixture



o Cast iron and wood bench

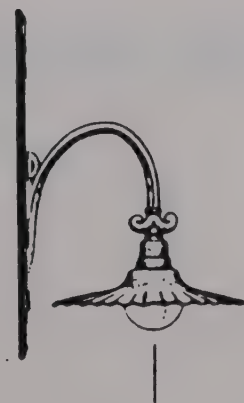
- o Granite
- o Brick



Fort Point Channel

- o Area in transition with a multitude of land-uses, some of which are water dependent, such as Hook and Neptune Lobster
- o In spite of a variety of uses, it reads as a cohesive district, because of the close configuration of buildings around the narrow channel of water
- o Opportunity for intense new development
- o A number of historic and cultural attractions, such as the Children's Museum, the Computer Museum and the Boston Tea Party

o The Bishops Crook



o Teak garden bench

o Cast iron and wood bench

- o Wood
- o Concrete
- o Granite
- o Stone dust

DISTRICTS & THEIR CHARACTERISTICS

STANDARDS

LightingSeatingPavingSouth Boston

- o Basically three major land uses: surface parking on the proposed Fan Piers property, World Trade Center, and the Boston Fish Pier
- o Restaurants in the area such as Jimmy's No Name, the International Food Center, etc., are tourist attractions.

Fan Piers

Harborfront

o Double Acorn

o Ornate cast iron with wood bench (e.g. Battery Park)

- o Brick
- o Granite

Canal side

o Bishops Crook/Drop Acorn

- o Brick
- o Granite

World Trade Center

o Timber bench

- o Brick
- o Concrete

Fish Pier

o Concrete

DISTRICTS & THEIR CHARACTERISTICS

STANDARDS

Lighting

Seating

Paving

South Boston (cont'd)

Connectors

Bridges

Historic	o Ornate		o Wood/metal over water sea
Metal structure	o Special character		o Concrete

Streets

Chelsea Street will be disrupted during Central Artery construction period for approximately ten years	o Boston code for pedestrian and vehicular scale		o Brick o Concrete
Atlantic Boulevard is proposed to be a tree-lined street with intense retail activity around it	o Boston code for pedestrian and vehicular scale		o Brick
Neighborhood connectors	o Boston Code		o Brick o Concrete

C. Financing/Development/Maintenance

The implementation of the Harborwalk, Phase I plan will be carried out through a public/private partnership, with both sectors taking on responsibilities with respect to financing, development, and maintenance.

Table 2 identifies the individual developers and government agencies/departments responsible for the financing, development, and maintenance of the various Harborwalk segments. As indicated on the Table and Figure 3.56, all of the Harborwalk, Phase I segments except the following are privately owned: Charlestown Navy Yard Piers 1,2, 3 and 4, Hoosac Pier, Paul Revere Landing, North End Playground, U.S. Coast Guard, Sargent's Wharf, Waterfront Park, Long Wharf, segment between Central Wharf and Harbor Towers, 400 Atlantic Avenue, Dorchester Avenue, Commonwealth Pier, Fish Pier, and the Connectors. These publicly-owned segments constitute 8.13 miles (53%) of the walkway; approximately 75% of which is already in place and only requires improvements. In contrast, most of the privately-owned segments are either currently in planning/under construction or have yet to be planned. Furthermore, three of the publicly-owned segments (Hoosac Pier, Sargent's Wharf and Commonwealth Pier) have been/will be privately developed/improved. Therefore, it is expected that most of the new responsibilities with respect to financing, development and maintenance will be assumed by the private sector.

Table 2

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>Charlestown Navy Yard</u>		
Yard's End	Private: \$2,260,000	The Raymond Group Joinery Shop Associates
Pier 10	Private: \$1,290,000	The Raymond Group
Pier 9	Private: \$1,500,000	The Raymond Group
Pier 8	Private: \$1,950,000	The Raymond Group
Pier 7	Private: \$1,500,000	Flagship Wharf Condominium Association
Pier 6	Private: \$1,510,000	The Raymond Group
Pier 5	Private: \$1,610,000	The Raymond Group
Piers 3 and 4	Public: \$5,280,000	Boston Redevelopment Authority
Piers 1 and 2	Public: \$4,560,000	National Park Service

* The identified individuals/agencies in this column are also the owners of the segments.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>Charlestown</u>		
Hoosac Pier	Private: \$2,916,000	Hoosac Pier Associates
Rapids Furniture	Private: \$ 760,000	Rapids Realty Company
Paul Revere Landing	Public: \$ 516,000	Massachusetts District Commission
<u>North Station</u>		
Hoffman Building	Private: \$1,368,000	Chardon Realty

* The identified individuals/agencies in this column are also the owners of the segments with the exception of Hoosac Pier which is owned by Massachusetts Port Authority but was developed by a private development team.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>North End</u>		
Playground (City of Boston)	Public: \$2,112,000	Boston Parks and Recreation Department
Playground (MDC)	Public: \$ 816,000	Massachusetts District Commission
U.S. Coast Guard	Public: \$6,156,000	U.S. Coast Guard
Battery Wharf	Private: \$2,604,000	Gunwyn Development Company
Lincoln Wharf	Private: \$2,457,000	Lincoln Wharf Associates
Union Wharf	Private: \$2,856,000	Union Wharf Condominium Trust
Sargent's Wharf	Private: \$1,386,000	Designated Developer
Lewis Wharf	Private: \$4,599,000	The Gunwyn Company Carl Koch Continental Cablevision Lewis Wharf Condo. Assoc.

* The identified individuals/groups/agencies in this column are also the owners of the segments with the exception of Sargent's Wharf which is owned by the Boston Redevelopment Authority and may be developed by a designated private developer.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>North End (Cont'd)</u>		
Commercial Wharf	Private: \$5,355,000	East Commercial Wharf Condominium Association Blue Water Trust East Commercial Wharf Limited Partnership Marina Nominee Trust Waterfront Park Limited Partnership
Waterfront Park	Public: \$1,134,000	Boston Redevelopment Authority

* The identified groups/agencies in this column are also the owners of the segments.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>Downtown/Financial District</u>		
Long Wharf	Public: \$7,266,000	Boston Redevelopment Authority Dept. of Environmental Management
Central Wharf	Private: \$1,788,000	New England Aquarium Corporation
Between Central Wharf and Harbor Towers	Public: \$ 350,000	Boston Redevelopment Authority
Harbor Towers	Private: \$1,008,000	Harbor Towers I Condo. Association Harbor Towers II Condo. Association First City Development Corporation
Rowes Wharf	Private: \$3,507,000	The Beacon Companies The Equitable
400/408 Atlantic Avenue	Public: \$ 144,000 Private: \$ 120,000	U.S. Customs Atlantic Ave. Limited Partnership

* The identified groups/agencies in this column are also the owners of the segments with the exception of the Long Wharf project area which is all owned by the Boston Redevelopment Authority.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>Fort Point Channel</u>		
Hook Lobster	Private: \$210,000	Alfred Hook, et al
Sheraton Center	Private: \$210,000	Harborvista Assoc. and Limited Partnership
Boston Edison	Private: \$546,000	Boston Edison
Cheers Restaurant/Russia Wharf Building	Private: \$200,000	
Dorchester Avenue	Public: \$360,000	City of Boston
The Channel Building	Private: \$ 90,000	260 Summer Street Limited Partnership
Olympic Bank Building	Private: \$276,000	John Lakian Trust
Children's/Computer Museums	Private: \$520,000	Wharf Museum, Inc.
Victoria Station	Private: \$160,000	Farrell's Dock and Terminal Company
Farrell Ocean Services	Private: \$100,000	Hugh Farrell
Neptune Lobster	Private: \$264,000	James J. Deady Trust

* The identified individuals/groups/agencies in this column are also the owners of the segments.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>South Boston</u>		
Fan Piers	Private: \$19,719,000	HBC Associates The Boston Mariner Company
Commonwealth Pier	Private: \$ 3,780,000	Fidelity Investments, et al.
Fish Pier	Public: \$ 4,404,000	Massachusetts Port Authority
<u>Connectors</u>		
MDC Locks	Public: \$ 1,572,000	Massachusetts District Commission
Charlestown Bridge	Public: \$ 3,720,000	City of Boston
Beverly Street	Public: \$ 396,000	City of Boston
Existing Northern Avenue Bridge	Public: \$ 1,920,000	Boston Dept. of Public Works
New Northern Avenue Bridge	Public: \$ 1,404,000	Mass. Dept. of Public Works

* The identified groups/agencies in this column are also the owners of the segments with the exception of Commonwealth Pier which is owned by Massachusetts Port Authority but was developed by a private development team.

Table 2 (Cont'd.)

Harborwalk - Phase I

Financing/Development/Maintenance

<u>Harborwalk Segments</u>	<u>Financing (Source & Amount)</u>	<u>Development and Maintenance*</u>
<u>Connectors (Cont'd)</u>		
Congress Street Bridge	Public: \$1,260,000	City of Boston
Summer Street Bridge	Public: \$1,200,000	City of Boston

* The identified agencies in this column are also the owners of the segments.

D. Fire and Signage Requirements

Fire

- o Wooden decks must be sprinkled.
- o A hose connection must be provided every 200 feet.
- o 20' clearance is the required minimum for the width of the "paths" to be used by the fire truck.
- o Turnaround for fire trucks should be provided.
- o Stand pipes should be incorporated.
- o Hydrants must be provided every 250 feet.
- o No fuel barge is allowed inside a Marina (in CMR-15).
- o If boats are stored on site, then the fuel on the boats is considered stored on site, and an application to the Fire Marshall (Department of Public Safety) is necessary. Filing for an application for fuel storage can take up to one year. There is a hearing every two months where it is reviewed by the Fire Chief.

(See Title 527 CMR-15 Dispensing of Flammables on the Waters of the Commonwealth available at the State House bookstore.)

Signage

The already developed as well as the developing sections of Boston's Waterfront, provide the citizens of Boston and visitors to the city an atmosphere unmatched within the northeastern United States. Because the waterfront is such a unique as well as culturally and historically significant area of Boston, the following, more restrictive regulations on signage have been developed.

- o The display of signs and other graphics along Harborwalk shall not be permitted unless provided for in the Boston Sign Code. This prohibition specifically includes placement of billboards, credit card decals, and other signs of a miscellaneous character.
- o No signs shall be displayed from the parapet or roof of any building.
- o No sign, visual display, or graphic shall be placed on Harborwalk unless the sign relates to Harborwalk, a bona fide business conducted in, or on premises adjacent to the Harborwalk area. Such business must have an entrance from Harborwalk.
- o Only one sign shall be allowed for each store, shop or place of business. In addition to a sign, establishments serving food or beverages must erect a menu board. To be eligible to display a menu board, an establishment must derive seventy-five (75%) or more of its gross revenue from the sale of food or beverages.
- o Directory signs may be erected in addition to individual signs.
- o The maximum allowable size for any sign shall be eight (8) square feet. If a building surface is used for signage, the letters or design shall not exceed a surface area of eight (8) square feet.
- o No flashing lights shall be permitted.
- o The face of an illuminated sign shall be standard opaque glass or other substances of equal or smaller light transmission factor.

- o The light source for exterior illumination shall be steady light concealed by a hood or other acceptable method of indirect lighting approved by the Director of Building Inspections.
- o Exterior neon signs shall be prohibited.

E. Timeframe for Implementation of Phase I

The implementation of Harborwalk, Phase I will take approximately ten years, with total completion projected for the year 1998. During this ten year implementation period, improvements will be made to the 6.6 miles which already exist and construction work will be completed on the 5.8 miles currently planned/under construction and the 2.8 miles which have yet to be planned.

Although most of Harborwalk, Phase I will be in place by 1995, at the completion of the Fan Piers project, total completion of the walkway and access to the water's edge will not be possible until 1998 because of the Central Artery and Central Artery North Area projects. By 1998, these major projects will have been completed, allowing for the development of those segments directly impacted by their construction. In addition, at the completion of these projects, the street plans/pedestrian circulation routes in and around the areas where depression has occurred will have been established, allowing for the necessary linkages to Harborwalk.

Signage Study - The selected consultant should be required to assess the signage needs of the Harborwalk, Phase I area and make recommendations with respect to locations and standards for the types of signage needed. Types of signage would include: orientation-related signage to guide the public through the walkway system, signage for the public activities located on and around the walkway, signage for public restrooms, signage for transition areas between the waterfront and the inner neighborhoods, signage for the neighborhood connectors, and signage for information kiosks.

Cost Analysis - Detailed cost analyses should be carried out for the publicly-owned Harborwalk segments, perimeter and neighborhood connectors, and public improvements.

F. Next Steps for Implementation of Phase I

Recommended below, are several immediate steps that should be taken towards the implementation of Harborwalk, Phase I.

Public Review and Discussion of Recommendations - The Harborwalk, Phase I guidelines recommended in this report should be reviewed and commented upon by various groups, including: the Harborwalk Advisory Committee, the Charlestown Neighborhood Council, the North End/Waterfront Neighborhood Council, and the Fort Point Channel Civic Advisory Committee.

Design Competition for Harborwalk Lighting System - Participants should be asked to propose a lighting system which would be appropriate for the diverse waterfront and neighborhood characters within the entire Harborwalk, Phase I area. The system proposed would include lighting for the walkway itself as well as lighting for the perimeter and neighborhood connectors.

Signage Study - The selected consultant should be required to assess the signage needs of the Harborwalk, Phase I area and make recommendations with respect to locations and standards for the types of signage needed. Types of signage would include: orientation-related signage to guide the public through the walkway system, signage for the public activities located on and around the walkway, signage for public restrooms, signage for transition areas between the waterfront and the inner neighborhoods, signage for the neighborhood connectors, and signage for information kiosks.

Cost Analyses - Detailed cost analyses should be carried out for the publicly-owned Harborwalk segments, perimeter and neighborhood connectors, and public improvements.

Engineering Feasibility Studies - Analyses should be undertaken for the publicly-owned segments of Harborwalk which are connectors such as the Charlestown bridge, new and existing Northern Avenue bridges, Congress and Summer Street bridges, and publicly-owned segments of Harborwalk such as Sargent's Wharf.

Cantilevered Pedestrian Bridge Study - A design and construction feasibility study should be carried out for a pedestrian bridge cantilevered from one side of the Charlestown Bridge.

Atlantic Boulevard Study - A realignment study and landscape design study should be carried out for the Atlantic/Commercial Street right-of-way.

Steps-to-the-Sea Study - Landscape studies and design of pedestrian circulation from Olmsted's Copp's Hill Terrace, across Commercial Street, to the Steps-to-the-Sea on the Harbor should be carried out.

Programming - Neighborhood walks and boat tours highlighting the attractions geared towards different groups such as tourists, waterfront neighborhood and city residents should be programmed.

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